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R E P O R T
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The Lords of the Committee of Privy Council,
appointed for all Matters relating to
Trade and Foreign Plantations,

O N
*The Commerce and Navigation between His Majesty's
Dominions, and the Territories belonging to the
United States of America.*

28th January 1791.



*At the Council Chamber, Whitehall,
the 28th January 1791.*

By the Right Honourable the Lords of the Committee of Council appointed for the Consideration of all Matters relating to Trade and Foreign Plantations.

YOUR MAJESTY having been pleased, by your Order in Council of the 30th September 1789, to refer to this Committee an Act passed by the Congress of the United States of America on the 4th July preceding, entitled, "*An act for laying a duty on goods, wares, and merchandize, imported into the United States;*" and also, another act passed by the said Congress on the 20th of the said month of July, entitled, "*An act imposing duties on tonnage;*" and Your Majesty having directed the Committee to consider the said acts, and report their opinion on the same to Your Majesty; the Lords of the Committee lost no time in calling for such accounts, and collecting such other information, as might

might best enable them to form an opinion on the probable effects of the said acts, and of the measures which, in consequence thereof, it might be proper, under all the present circumstances, to pursue for the security of the British commerce and navigation. With this view, the Committee referred several questions to a committee of Merchants of the City of London, concerned in the trade to the United States of America, and to the Merchants and Ship-owners of Bristol, Liverpool, and Glasgow, concerned in the same trade : for, as this trade is principally carried on from the ports before mentioned, the Merchants and Ship-owners, residing therein, were, in the opinion of the Committee, best qualified to judge of the effects, which any regulation, made by the government of the said States, is likely to produce on the Commerce, the Manufactures, and the Shipping-interest of Your Majesty's dominions.

The Lords of the Committee thought it right also to apply to Your Majesty's Consuls, stationed in the United States, for such information, as they, from their residence, were best able to afford on many parts of this subject.

Some time of course elapsed before the Merchants and Ship-owners of the ports before mentioned could return answers to the questions proposed to them ; and it was necessary to allow still further time to Your Majesty's Consuls, resident in America, to collect and transmit the information required of them.

And the Committee must confess, that, even after they had received all the necessary information, they found great difficulty in forming a decisive opinion on the subject referred to them ; especially as, in discussing the various points arising out of it, they were unavoidably led to enter into a full consideration of this branch of commerce

commerce in all its parts; and the difficulty was increased, when they observed in the answers of the Merchants and Ship-owners before mentioned, (who appear to have paid great attention to the questions proposed to them,) that they expressed their sentiments with much hesitation, and some difference, concerning the measures best calculated to promote their interests: It happened also, that other circumstances afterwards occurred, which induced the Committee to think that some suspension in making their Report might not be inexpedient:—But as the Duke of Leeds, one of Your Majesty's Principal Secretaries of State, has lately acquainted this Committee, that it is Your Majesty's intention forthwith to send to America a Person, authorized on the part of Your Majesty, to treat with the Government of the United States on commercial as well as other matters; and as His Grace has signified Your Majesty's commands, that this Committee should take into consideration, and report, what are the proposals, of a commercial nature, proper to be made by the Government of this country to the said United States; the Lords of the Committee have thought it their duty to resume the Consideration of this business, and to proceed without delay in making their Report on the whole of this extensive subject.

As it may be of use to be informed of all, that the Merchants and Ship-owners, trading to America, have urged in support of their respective opinions, the Lords of the Committee will place in the Appendix to this Report, the whole of the Answers * given by the said Merchants and Ship-owners to the Questions proposed to them, availing themselves in the Report, which they now present to Your Majesty, of such facts, stated in the said Answers, as appear to the Committee to be important and well authenticated, and of such arguments and calculations, as appear to be well founded, particularly

* See the Answers of the Merchants and Ship-owners of London, Bristol, Liverpool, and Glasgow, to the Questions referred to them, in the Appendix (A).

such as have contributed in any degree to assist the Committee in forming their judgment on this occasion.

The CONNECTION which had so long subsisted between Great Britain and the countries now forming the United States of America, was finally dissolved by the acknowledgment of their independence in the year 1783; the ancient commercial system, arising out of that connection, of course ended with it; and the laws, by which the trade of these countries, considered as colonies, had hitherto been regulated, ceased to have effect:—It was necessary therefore to adopt new principles, on which a new system of commerce might be founded. But these States, for several years subsequent to their independence, were governed in all commercial matters by separate and distinct Legislatures, which were independent of each other, and had different interests to pursue:—For so long it was thought wise by the Government of this country to suspend the consideration of a complete commercial Arrangement between the said States and Your Majesty's dominions, and to make only provisional regulations.—For this purpose, the British Legislature, in each session since the year 1783, has vested in Your Majesty, with the advice of your Privy Council, powers sufficient for making such provisional regulations: but as a new Constitution has of late been formed for the general government of the United States, to which all the Thirteen States have now acceded; and as the fundamental articles of this Constitution have vested in a President, in a Senate, and a House of Representatives, the powers requisite for regulating the commercial concern of all these States, which are in this respect now to be considered as One Body Politic, it is certainly become necessary to determine, by what principles the Commerce between the said States, and the different parts of Your Majesty's dominions, should in future be regulated.

The Committee think it right to begin by laying before Your Majesty a short state of the measures pursued by the Government of
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this country, from the conclusion of the late war in 1783 to the present time, for the purpose of regulating the Commerce carried on by the subjects of the United States with Your Majesty's dominions; and, vice versâ, of the measures pursued by the Legislatures of the said States, from the year 1783 to the opening of the first session of the present Congress, for the purpose of regulating the Commerce carried on in their dominions by the subjects of Your Majesty.—The Committee will next endeavour to shew the Effects which the independence of the United States, as well as the measures before mentioned, have hitherto produced on the Commerce and Navigation of Your Majesty's dominions.

CONDUCT OF GREAT BRITAIN.

Your Majesty, by your Orders in Council, has been pleased to make the following regulations :

First—That any goods, the importation of which into this kingdom is not prohibited by law, being the growth or production of any of the territories of the United States of America, may be imported directly from thence into any of the Ports of this kingdom, not only in British ships, owned by Your Majesty's subjects, and navigated according to law, but also in ships built in the countries belonging to the United States of America, and owned by the subjects of the said States, and whereof the master and three fourths of the mariners, at least, are subjects of the United States.

OBSERVATION.

The permission, thus given for importing the before mentioned articles into Great Britain from the countries in America belonging to the United States, in any other ships than those which are built in Your Majesty's dominions, owned by Your Majesty's subjects,

and navigated according to law, is directly contrary to the provisions in an ancient statute of this kingdom ; which had never, till on this occasion, been dispensed with, in favour of any foreign nation, or the colony of any such nation in America : for by the *12th Cha. 2. ch. 18. sect. 3.* “ No goods or commodities whatsoever of the growth, production, or manufacture of any part of America, are to be imported into any of Your Majesty’s European dominions in any other ship or vessel, than such as do truly belong to Your Majesty’s subjects, and are navigated according to law in the manner therein described, under the penalty of forfeiting all such goods, and the ship or vessel in which they are brought.”—By the foregoing regulation, made in favour of the Commerce of the United States, Your Majesty has put the said Commerce, as far as relates to the ships in which any merchandize of the growth or production of the said States may be imported, upon the same footing, on which the Commerce of every independent European nation, carried on with this country, is now allowed to stand.

Secondly—Your Majesty, by the said orders in Council, has been pleased to permit, that any goods, being unmanufactured, (except fish-oil, blubber, whale-fins, and spermaceti,) and also any pig-iron, bar-iron, pitch, tar, turpentine, rosin, pot-ash, pearl-ash, indigo, masts, yards, and bowsprits, being the growth or production of any of the territories of the United States of America, may be imported directly from thence into any of the ports of this kingdom, upon payment of the same duties, as the like sorts of goods are or may be subject to, if imported from any British Island or Plantation in America ;—and that fish-oil, blubber, whale-fins, and spermaceti, and also all other goods, not herein before enumerated or described, being the growth, production, or manufacture of any of the territories of the said States, may be imported from thence into the Ports of this kingdom, upon payment of such duties of customs and excise, as are payable on the like goods upon their importation into this kingdom,

kingdom from countries not under the dominion of Your Majesty, according to the tables marked A, D, and F, annexed to the Consolidation Act; and in cases where different duties are therein imposed upon the like goods imported from different foreign countries, then upon payment of the lowest of such duties.

O B S E R V A T I O N.

Your Majesty by this regulation has thought fit to grant to the Commerce of the United States, with respect to certain articles above enumerated and described (being those in which the Commerce of the said States is principally carried on) the same preference as is granted to the Commerce of the Islands and Plantations in America, remaining under Your Majesty's dominion: And, in many of these articles, the Commerce of the said States derives great benefit from the preference, thus given, to the detriment of the Commerce of other foreign nations, as will be seen by the following table:

			Duties payable if imported from the United States.			Duties payable if imported from other foreign countries.		
			<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
Pot-ash	-	per cwt.	free			0	2	3
Pearl-ash	- -	per cwt.	free			0	2	3
Iron, bar	-	per ton	free			2	16	2
Pitch	- -	per last	0	11	0	0	12	5
Tar	- -	per last	0	11	0	0	12	4 $\frac{1}{2}$
Skins, beaver		each	0	0	1	0	0	8 $\frac{1}{4}$
Tobacco	-	per lb.	0	1	3	0	3	6

It is proper to add, that all woods, the produce of the countries belonging to the United States, except masts, yards, and bowsprits, may be imported from thence duty free; whereas the like woods imported

imported from other foreign countries are subject to various high duties, which produce a revenue of more than 250,000*l.* per annum to Great Britain.

And, with respect to all other articles, either of produce or manufacture, not so enumerated or described in the said Order, Your Majesty has been pleased to put the Commerce of the United States upon the footing of the most favoured nation, except such nations only, with which Your Majesty has made Treaties of Commerce, founded on the principles of reciprocity and mutual advantage.

Thirdly—Your Majesty, by the said Orders in Council, has allowed the goods and merchandize, being the growth, production or manufacture of the territories of the United States, though imported in ships belonging to the subjects of the said States, to be exempted from the Aliens-Duty.

O B S E R V A T I O N.

The goods imported in ships belonging to all other foreign nations are subject to the Aliens-Duty; and the Government of this country has received frequent complaints from other foreign nations of the distinction thus made, to their prejudice, in favour of the Commerce of the United States.

Fourthly—Your Majesty, by the said Orders in Council, did think fit to permit to be imported into the Colonies or Islands belonging to Your Majesty in America or the West Indies, in British ships only, navigated according to law, all such articles of the growth, production, or manufacture of any of the territories of the said United States,
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(except salted provisions, and the produce of their fisheries,) as might by law before the declaration of independence have been imported from the countries belonging to the said States into any of the said Colonies or Islands; but Your Majesty, at the same time, thought fit to prohibit any commercial intercourse between the countries belonging to the United States of America, and the Colonies or Islands belonging to Your Majesty in America or the West Indies, in ships belonging to the subjects of the said United States.

O B S E R V A T I O N.

This last regulation, first established by Order in Council, has since been adopted and confirmed by act of Parliament; and, though the people of the United States complain of this regulation more than of any other, it is not new, but is founded on the ancient law of this country, "which forbids any goods to be imported into, or
" exported from, any of the Colonies belonging to Your Majesty
" in Asia, Africa, or America, except in ships belonging to Your
" Majesty's subjects, and navigated according to law:"—It is founded also on a principle of public law approved and adopted by all European Nations, who have ever claimed a right of restraining the Trade and Navigation of their Colonies, in such manner, as in their judgment, will be most conducive to their respective interests.—It might be proved, if it were necessary, that the policy of Great Britain, in this respect, is much more liberal than that of France or Spain.

CONDUCT

CONDUCT OF THE UNITED STATES.

The Committee will proceed, in the next place, to lay before Your Majesty a short Abstract of the Laws affecting the Commerce of Your Majesty's subjects, passed by the several Legislatures of the said States, between the year 1783, and the first session of the present Congress.

The Merchants and Ship-owners, concerned in the Trade to America, have repeatedly laid before Your Majesty's Ministers an account of the Losses, to which their Property and Commerce have been exposed by laws of this description.

PROHIBITIONS.

By laws, made in the provinces of New Hampshire, Massachusetts's Bay, and Rhode Island, vessels owned, in whole or in part, by the subjects of Great Britain, were prohibited from taking on board in those provinces any goods or merchandize of the growth or manufacture of those States, or of any other of the United States; and such vessels, so loaded, were, together with their cargoes, made subject to seizure and condemnation.—The Legislature of Pennsylvania thought fit to invest Congress with a power for fifteen years to prohibit the importation or exportation of all merchandize in vessels belonging to, or navigated by, the subjects of any Nation with whom Congress shall not have formed treaties of commerce, provided Congress have the consent of Nine States to carry such Act into execution. This law, as well as all others of the same description,

tion, pointed in Terms against the commerce of every Nation with which Congress had not formed treaties of commerce, had principally, if not solely, in view the Commerce and Navigation of Great Britain.—By laws made in Massachusetts's Bay and Rhode Island, Congress was impowered to prohibit the importation of British West India produce in British vessels, whenever all the States, composing the Union, should have vested Congress with a similar power.

Tonnage Duties, giving a Preference to the Ships of the United States, and of other Nations, over those of Great Britain.

By a law made in Pennsylvania, a duty of 4s. 6d. per ton for every voyage, was imposed on the vessels of every nation, with which Congress had not made treaties of commerce.—By a law made in Maryland, a duty of 1s. per ton was imposed on all foreign shipping, except British; and a Duty of 5s. per ton on British shipping.—By a law passed in Virginia in 1788, a duty of 6s. per ton was imposed on British vessels, and 3s. per ton on all other foreign vessels.—By a law made in North Carolina, a duty of 5s. per ton was imposed on British vessels; and a duty of 1s. per ton on all other vessels.

Duties on Import, giving a Preference to the Ships of the United States, and of other Nations, over those of Great Britain.

By Laws passed in the Provinces of New Hampshire, Massachusetts's Bay, and Rhode Island, in 1785, a duty of 6d. currency,
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being equal to 4 $\frac{1}{4}$ d. sterling, was imposed on every bushel of salt, imported in ships owned, in whole, or in part, by British subjects;—and by laws passed in the Provinces of New York, and Maryland, the cargoes of British ships are, in every case, to pay double the duties imposed on those of other nations.—By a law of Virginia a tariff was established, to commence in March 1788, by which an additional duty was imposed on all merchandise imported in British ships.

Duties on Import, giving a Preference to the Produce and Manufactures of other Nations over those of Great Britain.

By laws made in the provinces of New Hampshire, Massachusetts Bay and Rhode Island, a duty of 6 s. sterling per hundred weight is laid on cordage of British manufacture, and only half that duty, if it be of the manufacture of any other foreign nation.—By a law passed in the province of Maryland, a duty of 2 s. per cwt. was imposed on brown and clayed sugars imported from the British West India islands; and a duty of 1 s. 6 d. per cwt. on the like articles, imported from the plantations of France, Spain, Holland, Denmark, and Sweden; and a duty of 1 d. per lb. on refined sugar imported from Great Britain; and a duty of $\frac{1}{2}$ d. per lb. on the like article, imported from the dominions of France, Spain, Holland, Denmark, and Sweden.—By a law passed in South Carolina in 1784, higher duties were imposed on the produce of the British West India Islands, than were payable on the like produce of the West India islands of other foreign nations;—and in Georgia similar acts were passed for the same purposes. The Committee believe that the Laws before-mentioned

mentioned are by no means all that have been passed for the purposes before stated. The regulations made in these respects by the Legislatures of the several States, are so various, that it is hardly possible to obtain a complete account of them. The Merchants of Glasgow estimate the tonnage duty,* imposed in the period abovementioned, on British shipping through all the United States, to have been on an average 2 s. 3 d. more per ton than on American ships, and that this charge on a ship of 200 tons, amounts to 22 l. 10 s. for each voyage; and They estimate the duty, imposed during the same period, on goods imported in British ships through all the United States, to be upon an average 2 per cent. more than on the like goods imported in American ships, and that this charge on a cargo of the value of 2000 l. amounts to 40 l.

The laws hitherto enumerated, particularly those that gave a preference to the merchandise and ships of other nations over those of Great Britain, were certainly unfriendly; and Your Majesty's subjects have a right to complain of them: But there is another description of laws passed, during the same period, by the Legislatures of many of these States, for the express purpose of preventing or postponing the recovery of just debts, and of obliging creditors to take, as a legal tender in payment of them, depreciated paper, or other property instead of cash: Such laws must be considered as destructive of all mercantile confidence and credit, and as contrary to every principle of honour and justice.

* The Committee have thought it right to rely in these respects very much on the calculations made by the Merchants of Glasgow, who, from the trade they carry on, are certainly competent to judge of the accuracy of such calculations. They appear also to have paid great attention to the questions referred to them.—The Merchants of this City have differed upon many points, and have made separate reports; but they appear to agree nearly in their calculations.

A pretence was taken to justify these laws, by alledging that the debts, to which they relate, were contracted before the late war, and might therefore be considered as cancelled by it.—Nothing can be more unjust than to suppose that the conduct of any Sovereign (in whatever light it may be viewed) can cancel mercantile contracts, or other private and personal obligations, by which the subjects of one country may have previously bound themselves to the subjects of another country, though hostilities between the two countries may happen afterwards, from any cause, to ensue. But even this pretence was removed by the *4th and 5th articles* of the late Definitive Treaty of Peace between Your Majesty and the United States: For by the *4th article* it was stipulated, “ That creditors on either
 “ side should meet with no lawful impediment to the recovery of
 “ the full value in sterling money of all bonâ fide debts heretofore
 “ contracted:” And by the *5th article* it was stipulated, “ That
 “ Congress shall earnestly recommend to the several States a recon-
 “ sideration and revision of all acts and laws regarding the premises,
 “ so as to render them perfectly consistent, not only with justice
 “ and equity, but with that spirit of conciliation, which, on the
 “ return of the blessings of peace, should universally prevail.”—The Legislature of Great Britain has acted in full conformity to these just and honourable principles: the persons and property of American subjects have uninterruptedly enjoyed, in every part of Your Majesty’s dominions, the same protection as the subjects of Your Majesty; and no distinction has ever been made in this respect, either by the British legislature, or by Your Majesty’s Courts of Justice, to the disadvantage of the subjects of the United States.

A particular account of the laws before described, passed by the Legislatures of many of the States of North America, has, from time to time, been laid before Your Majesty’s Ministers by such of Your subjects as have severely suffered by these unjust transactions:—

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It is sufficient therefore at present to observe to Your Majesty, that, in many of the States, Laws have been passed, enacting, that in some cases, debts should be paid only by installments, postponing the last of these installments to a very distant period;—That in other cases, no suits should be permitted to be instituted for a debt contracted by a citizen of the United States till a distant period;—That in other cases, no execution should be levied till after the expiration of a certain number of years: And these rules have, in some instances, been applied, not only to debts contracted before the war, or during its continuance, but even to debts contracted since the Peace. Laws have also been passed in some of the States, making a depreciated paper-currency, legal tender, and even authorizing debtors to tender land at a certain valuation in satisfaction of their debts; and yet it has been held by the Courts of Justice in some of the States, that British subjects are Aliens, and, as such, not capable of holding lands; so that the land, thus assigned to a British creditor in payment of his debt, by this rule of law, reverted to the State, as forfeited by the alienage of the possessor.—To delay the recovery of debts, it was enacted by a law in one of these States, that no suit should be commenced, till the creditor had made application, in writing, from himself to his debtor for payment.—In another of these States, the Governor made an order, (which for a short time subsisted), compelling all British subjects and factors, who had arrived there for the purpose of collecting and recovering the debts belonging to their employers, forthwith to depart the territories of that State.

In almost all these States, Laws have passed, precluding British creditors from claiming interest, which had accrued during the continuance of the war, on any debts then owing to them.—In one of
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the States, all demands of interest were declared unlawful till after the first of May 1786.

As late as the month of July 1787, it was laid down by the Chief Justice of Pennsylvania in his direction to a Jury, that the laws of particular States were sufficient to set aside the usage, which had hitherto prevailed between British and American traders, as far as related to the payment of interest, that had accrued during the continuance of the war: And when one of the Jurors asked him, whether the late Treaty of Peace ought not to have some influence on the Question, the Chief Justice answered, that the Treaty of Peace only secured the mutual recovery of debts, when the amount was ascertained; but that the amount of the debt was to be ascertained by the law of the land: The Jury in this case accordingly deducted interest for six years and a half. Juries have in other cases deducted eight years interest and a half.

It is but justice, however, to the late Congress to observe, that, at the same time that they published an account of the ratification of the late Treaty of Peace, they came to a resolution to recommend to the several States, to conform to every part of the fifth Article before mentioned; and, by a letter written by the said Congress in April 1787, addressed to the Governors of the several States, they acknowledged with regret, that in some of the States too little attention had been paid to the publick faith pledged by the late Treaty of Peace. They observed that, not only the obvious dictates of religion, morality and national honour, but also the first principles of good policy demand a punctual compliance with engagements constitutionally made;—that the Legislatures of Individual States have no right to accept some Articles of a Treaty and reject others, or to decide, in what sense the Citizens and Courts of Justice of such State shall

shall understand or interpret any particular stipulation ;—that if any doubt should arise concerning the meaning of any such Article, the Sovereigns only, who are Parties to the Treaty, have a power, by mutual consent, to interpret and explain it ;—that a contrary conduct would serve only to introduce confusion at home, and to raise new disputes with those nations, with whom Treaties have been formed, which might probably terminate in open hostilities ; They then resolved in substance as follows :

1st, That Treaties, constitutionally made, are a part of the law of the land, and are not only independent of the will and power of particular Legislatures, but also binding and obligatory upon them.

2^{dly}, That all Acts or parts of Acts, which are now existing in any of the States repugnant to the Treaty of Peace, ought to be forthwith repealed ; as well to prevent their continuing to be executed in violation of that treaty, as to avoid the disagreeable necessity, there might otherwise be, of raising and discussing questions touching their validity and obligation.

3^{dly}, That it be recommended to the several States, to repeal all Acts repugnant to the Treaty of Peace between the United States and His Britannick Majesty, and to declare that the Courts of Law and Equity, in all cases and questions arising from, or touching, the said Treaty, shall decide and adjudge according to the true intent and meaning of the same.

None of the foregoing recommendations, made by the late Congress, were ever fully complied with, by any of the Individual States to whom they were addressed. The Assembly of Virginia passed an Act, which had the appearance of conforming to the last
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of these recommendations, but annexed conditions, which rendered their compliance of no effect.

The Committee will now proceed to shew the effects, which the Independence of the United States, as well as the laws and proceedings before stated, have hitherto produced on the Commerce and Navigation of Your Majesty's dominions.

In order to shew the effects, so produced on the Commerce and Navigation of Your Majesty's dominions, the Lords of the Committee will insert in this place the best account they have been able to procure of the State of the Commerce carried on with the countries now belonging to the United States of America, and with Your Majesty's remaining Colonies in America, and with Your Majesty's Islands in the West Indies; and also of the number and tonnage of the vessels employed therein, for six years preceding the last war, and for six years since. The trade carried on with the countries now belonging to the United States was, before the war, and is still so connected with the trade carried on to the remaining British Colonies in America and the British Islands in the West Indies, that it is impossible to form a true judgment of the past and present extent of the first of these trades, and the changes that have happened in it, without taking a comprehensive view of all these trades, as they are connected with, and influence each other.

The Committee will state; *First*, The Value of the Exports from Great Britain to these several countries; And *Secondly*, the Value of the Imports into Great Britain from these several countries.

Comparison

*Comparison of the Exports from Great Britain to
the Countries belonging to the United States of
America, before and since the War.*

Value of the British Manufactures yearly exported to the countries belonging to the United States upon an average of six years before the War, ending with			
1774	-	-	2,216,970
Ditto, of six years since the War, ending with 1789			2,119,837
Annual Decrease since the War	-	-	<u>£ 97,133</u>
Value of the other articles yearly exported to these States from Great Britain, upon an average of six years be- fore the War, ending with 1774			515,066
Ditto, of six years since the War, ending with 1789			213,806
Annual Decrease since the War	-	-	<u>£ 301,260</u>
Total Annual Decrease since the War of British Manu- factures and other articles exported from Great Bri- tain to the countries belonging to the United States			<u>£ 398,393</u>

*Comparison of the Exports from Great Britain to
the remaining British Colonies in North America,
before and since the War.*

Value of British Manufactures yearly exported to the re-
maining British Colonies in North America, on an
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average of six years before the War, ending with 1774	-	-	-	-	-	310,916
Ditto, on an average of six years since the War, ending with 1789	-	-	-	-	-	603,928
Annual Increase since the War	-	-	-	-	-	<u>£ 293,012</u>

Value of the other articles yearly exported from Great Britain to these British Colonies, upon an average of six years before the War, ending with 1774	-	-	-	-	-	68,495
Ditto, on an average of six years since the War, ending with 1789	-	-	-	-	-	225,160
Annual Increase since the War	-	-	-	-	-	<u>£ 156,665</u>

Total Annual Increase, since the War, of British Manufactures and other articles exported from Great Britain to the remaining British Colonies in North America	-	-	-	-	-	<u>£ 449,677</u>
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Comparison of the Exports from Great Britain to the British Islands in the West Indies, before and since the War.

Value of British Manufactures yearly exported to the British Islands in the West Indies, on an average of six years before the War, ending with 1774	-	-	-	-	-	1,182,379
Ditto, on an average of six years since the War, ending with 1789	-	-	-	-	-	1,297,275
Annual Increase since the War	-	-	-	-	-	<u>£ 114,896</u>

Value

Value of other articles yearly exported from Great Britain to the British Islands in the West Indies, on an average of six years before the War, ending with 1774	-	-	-	-	-	167,240
Ditto, on an average of six years since the War, ending with 1789	-	-	-	-	-	167,145
Annual Decrease since the War	-	-	-	-	-	<u>£ 95</u>
Total Annual Increase, since the War, of British Manufactures, and other articles, exported from Great Britain to the British Islands in the West Indies	-	-	-	-	-	<u>£ 114,801</u>

It appears from the foregoing Comparisons, that though the Value of the Exports to the countries belonging to the United States has annually diminished since the War to the amount of 398,393 l. yet this diminution is more than compensated by the increased value of the Annual Exports, since the War, to the remaining British Colonies in North America, and to the British Islands in the West Indies, this Increase amounting upon an average to 564,478 l. per ann.; so that upon the whole, the Value of the Exports from Great Britain to all the countries before mentioned, has increased, upon an average of six years since the War, compared with the Value thereof upon an average of six years before the War, in the sum of 166,085 l.:—It appears also, that the Increase has been wholly in British Manufactures, and that the Decrease has been in other articles, principally foreign merchandize sent from Great Britain; for the Value of British Manufactures, so exported, has annually increased since the War 310,775 l., and the Value of other articles, principally foreign merchandize, has, during the same period, annually decreased 144,690 l.

*Comparison of the Imports into Great Britain from
Countries belonging to the United States of
America, before and since the War.*

Value of Merchandize imported yearly into Great Britain from the countries belonging to the United States, upon an average of six years before the War, ending with 1774	-	-	-	-	1,752,142
Ditto, on an average of six years since the War, ending with 1789	-	-	-	-	908,636
Annual Decrease since the War	-	-	-	-	£ 843,506

*Comparison of the Imports into Great Britain from
the remaining British Colonies in North America,
before and since the War.*

Value of Merchandize imported yearly into Great Britain from the remaining British Colonies in North America, on an average of six years before the War, ending with 1774	-	-	-	-	123,372
Ditto, on an average of six years since the War, ending with 1789	-	-	-	-	220,358
Annual Increase since the War	-	-	-	-	£ 96,986

*Comparison of the Imports into Great Britain from
the British Islands in the West Indies, before and
since the War.*

Value of the Merchandize imported yearly from the British Islands in the West Indies, on an average of six years before the War, ending with 1774	-	3,232,119
Ditto, upon an average of six years since the War, ending with 1789	- - - - -	3,903,185
Annual Increase since the War	- - -	<u>£ 671,066</u>

It appears from the three Comparisons last stated, that the Decrease in the Value of the Imports since the War, from the countries belonging to the United States of America, annually amounting to 843,506 l., has not been wholly compensated by the Increase of the Value of the Imports, during the same period, from the remaining British Colonies in North America, and from the British Islands in the West Indies, amounting together annually to 768,052 l. but that on the whole there has been a Decrease in the annual value of the Imports from all these countries, since the War, of 75,454 l. The beforementioned great Decrease in the Value of the Imports from the countries belonging to the United States of America, is nearly accounted for, by the decreased quantity of Tobacco and Rice, annually imported, since the War, into Great Britain.

The quantity of Tobacco so imported, has, upon	lbs.
an average of six years annually, decreased	- 44,774,458
Being in value	- £ 582,987 : 6 : 0

And

And the quantity of Rice so imported has, in	Cwt.	qrs.	lb.
like manner, annually decreased -	259,035	3	9
Being in value -	£ 196,526 : 5 : 4		
Total Decrease, since the War, in the Value of	£	s.	d.
Rice and Tobacco annually imported -	779,514	1	4

As long as the countries belonging to the United States were subject to the Laws, that regulate the Trade of British Colonies, the two commodities before mentioned could be brought from thence only to Great Britain: They may be now carried directly to any other country that has occasion for them. Four fifths of the whole quantity of Tobacco and Rice, imported before the War into Great Britain, were afterwards re-exported for the consumption of other countries; and the Value of these commodities, so exported, was included in the Annual Amount of the Exports from Great Britain to all countries: It was natural therefore to expect, that by the loss of this branch of Commerce, the state of our Exports in general might be greatly affected. During the three years immediately subsequent to the War, the Value of the Annual Exports from Great Britain to all countries was not quite so great, as it had been before the War; but in the three years 1787, 1788, and 1789, the value of the Annual Exports from Great Britain was much greater than it had been before the War; and the Exports in the year 1789 greatly exceeded those of any former year. Since 1783, there has been, from year to year, a regular Increase of Exports from Great Britain; and the Value of the Exports of 1789 exceeds the Value of the Exports of 1784 £ 4,400,609 : 10 : 1.

It appears from the foregoing Comparisons of Exports and Imports, that, as the Value of the Exports to the countries now belonging

longing to the United States has exceeded the Value of the Imports from thence since the War in a much greater proportion than before the War, the balance of trade between Great Britain and the said countries is now much more in favour of Great Britain than it was before the War.

It is proper in this place to take notice, that all the foregoing Comparisons relate solely to the Trade of Great Britain ; and that they do not include the Trade of Ireland with any of the countries before mentioned ; and it is right to observe, that both the Exports and Imports of Ireland, to and from all the said countries in America and the West Indies, have greatly encreased since the War, as well in consequence of the independence of the United States, as of the permission given in 1780 to the people of Ireland to carry on a direct Trade in the same manner as the people of Great Britain with the British Colonies in North America, and the British Islands in the West Indies.

The Committee will proceed, in the next place, to lay before Your Majesty the best account they have been able to procure of the Number and Tonnage of the Vessels employed in the different branches of Commerce, respectively carried on between Great Britain and the countries belonging to the United States of America, and the remaining British Colonies in North America, and the British Islands in the West Indies.

There are many difficulties in stating this account:—

First—The Account of the Number of Vessels employed in this Commerce, was not kept with the same accuracy before the War as it is at present ; and the Account of their Tonnage, as kept before the War, is still less accurate. Before the passing of the Act, *For the further encrease and encouragement of Shipping and Navigation,*
British

British vessels were not surveyed with sufficient accuracy ; and the Account of their Tonnage was taken from no better authority than the declaration of the Master : It was then also for the interest of the Master to diminish the number of tons of which his vessel consisted ; as he was in consequence thereof charged with a smaller sum for pilotage and light-house duties. It is supposed, that the amount of the tonnage of a ship ascertained in this manner was in general one third less than the real tonnage.

Secondly—As before the War the countries, now under the Government of the United States, were British Colonies, the vessels belonging to them, were considered as British vessels : In the Account therefore of vessels employed in these several branches of Commerce before the War, there was no distinction made between the vessels belonging to the people of the countries now under the dominion of the United States, and such as belonged to the other parts of the British dominions. All these vessels were equally considered as British ships.

Thirdly—The Committee have not been able to procure Accounts of the Number of Vessels, and their Tonnage, employed in this trade for the six years before the War, and the six years since the War, on which they have formed the averages of the Exports and Imports as before stated : The Accounts which they have been able to procure, and on which they have formed the following averages, are of the years 1770, 1771, and 1772 before the War, and of 1787, 1788, and 1789 since the War ; and they have chosen the three years last mentioned, as these years are subsequent to the passing of the Act, *For the further increase and encouragement of Shipping and Navigation* ; from which time the Accounts of the Number of Vessels, and their Tonnage, have been kept with greater accuracy in every part of the British dominions.

Vessels

*Vessels employed between Great Britain and the
countries belonging to the United States.*

Number and tonnage of the vessels clearing out-
wards, and employed yearly in the trade be-
tween Great Britain and the countries now be-
longing to the United States of America, on an
average of the years 1770, 1771, and 1772,
before the War - - -

Ships.	Tons.
628	81,951

Number of ditto so employed, entering inwards, on
a like average - - -

699	91,540
-----	--------

Medium of the average-number, and tonnage of
the vessels entering inwards, and clearing out-
wards - - -

663	86,745
-----	--------

Number and tonnage of
British vessels, and of
vessels belonging to the
United States, clearing
outwards, so employed,
on an average of the
years 1787, 1788, and
1789, since the War,

British.		American.		Total.	
Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
272	55,785	157	25,725	429	81,510

Number and tonnage of
ditto, entering inwards,
on a like average -

251	49,405	169	27,403	420	76,808
-----	--------	-----	--------	-----	--------

E

Medium

Medium of the average-
number, and tonnage,
of British and American
vessels so employed, en-
tering inwards, and
clearing outwards -

British.		American.		Total.	
Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
261	52,595	163	26,564	425	79,159

It appears from the foregoing averages, that the Number of Vessels employed in the direct Commercial Intercourse between Great Britain and the countries now belonging to the United States of America, has decreased since the War 238; and that the quantity of Tonnage has decreased since the War 7,586 tons. The decrease of the tonnage appears to be much less than the decrease of the number of the ships, and the decrease of the tonnage inwards is much greater than that of the tonnage outwards. The reason that the quantity of the Tonnage in general appears to be less decreased than the Number of Ships is:

First, That larger ships are now employed in this, as well as in every other branch of Commerce, than formerly.

Secondly, The imperfect manner of taking the account of the Tonnage before the War, as before stated, which was then estimated, for the reasons before mentioned, about one third less than it really was.

The greater decrease of the tonnage inwards, compared with that of the tonnage outwards, is to be imputed to the diminished importation of the bulky articles of Rice and Tobacco, as before stated.

It

It appears, by the foregoing account of the vessels employed in this trade since the War, that the Number of British vessels, so employed, exceeds the Number of American vessels, so employed, 98 ships ; and the Quantity of British Tonnage, so employed, exceeds the Quantity of American Tonnage, so employed, 26,031 tons.

As there was no distinction before the war between ships belonging to the inhabitants of the countries now under the dominion of the United States, and the other parts of the British Dominions, it is impossible to state, with certainty, what was the proportion of each description of ships then employed in this branch of Commerce.

The Vessels, so employed, were then of three sorts.

First—Vessels belonging to Merchants resident in the British European Dominions.

Secondly—Vessels belonging to British Merchants, occasionally resident in those Colonies, that now form the United States.

Thirdly—Vessels belonging to Merchants, who were Natives and permanent Inhabitants of those Colonies, that now form the United States.

The following Table will shew the Proportion of each Description of Vessels, classed in the manner before mentioned, then employed in this Branch of Commerce, according to the best information that can be obtained :

	Proportion of vessels belonging to Merchants resident in the British European dominions.	Proportion of vessels belonging to British Merchants occasionally resident in those Colonies that now form the United States.	Proportion of vessels belonging to Merchants, who were Natives and permanent Inhabitants of those Colonies that now form the United States.
New England	1-8th	1-8th	6-8ths
New York	3-8ths	3-8ths	2-8ths
Pensylvania	2-8ths	3-8ths	3-8ths
Maryland and Virginia	6-8ths	1-8th	1-8th
North Carolina	5-8ths	2-8ths	1-8th
S. Carolina and Georgia	5-8ths	2-8ths	1-8th

From the foregoing Table it is evident, that the Proportion of Vessels, classed under the beforementioned descriptions, varied according to the different Colonies, now forming the United States, with which the Commerce of Great-Britain was then carried on; the quantity of shipping so employed which belonged, either to the inhabitants of Great Britain, or to British Merchants occasionally resident in the said Colonies, being much greater in the commercial intercourse, then carried on with the Southern Colonies, than with the Northern Colonies, particularly those of New England.—But, upon the whole, there is reason to believe, from calculations founded on the foregoing Table, as well as from other information, that the Proportion of Tonnage, employed before the War in this branch of Commerce, which belonged to the Inhabitants of Great Britain, was about 4-8ths and an half; and the Proportion, which belonged to British Merchants, occasionally resident in the Colonies now forming the United States, was about one-eighth and an half, making together nearly six-eighths of the whole; and that the Proportion of Tonnage

nage so employed, which belonged to Merchants, who were then Natives and permanent Inhabitants of the Colonies now forming the United States, was rather more than two-eighths of the whole. At present the Proportion of Tonnage, employed in this branch of Commerce, belonging to the Merchants of Great Britain, is nearly six-eighths of the whole; and the Proportion of Tonnage, belonging to the Merchants of the United States, is rather more than two-eighths of the whole; so that, in this view of the subject, though the Quantity of Shipping, employed between Great Britain and the countries now under the dominion of the United States, has since the War decreased on the whole in the degree before stated, yet, allowing for this decrease, the share of the shipping which belongs to the Merchants of Great Britain, has increased in the proportion of one-eighth and an half; (the share of the shipping, which before the War belonged to British Merchants, occasionally resident in the Colonies now forming the United States, being transferred to Merchants resident in Great Britain), and the share of the shipping so employed, which now belongs to Merchants, subjects of the United States, and permanent Inhabitants thereof, is nearly the same as it was before the War.

Vessels employed between Great Britain and the remaining British Colonies in North America.

Number and Tonnage of British vessels clearing outwards, and employed yearly in the trade between Great Britain and the remaining British Colonies in North America, on an average of the Years 1770, 1771, and 1772, before the War

Ships.	Tons.
	250—9,582
Number	

	Ships.	Tons.
Number and Tonnage of ditto, so employed, entering inwards, on a like average	273	12,857
Medium of the Average-Number and Tonnage of British vessels entering inwards, and clearing outwards	261	11,219
Number and Tonnage of British vessels, clearing outwards, employed in this trade, on an average of the years 1787, 1788, and 1789, since the War	486	61,858
Number and Tonnage of ditto so employed, entering inwards, on a like average	249	30,355
Medium of the Average-Number and Tonnage of British Vessels entering inwards, and clearing outwards	367	46,106

By the foregoing Averages it appears, that the Number of Vessels employed between Great Britain and the remaining Colonies in North America, being all British ships, has increased since the War in the proportion of about One-half, being 106 vessels more than it was before the War; and the Quantity of Tonnage has increased 34,887 tons, being in the proportion of about four times more than it was before the War.

Vessels employed between Great Britain and the British Islands in the West Indies.

Number and Tonnage of British vessels clearing outwards, and employed yearly in the trade between Great Britain and the British Islands in the West Indies,

Indies, on an average of the years 1770, 1771, and 1772, before the War	-	-	Ships. Tons. <u>420-75,143</u>
Number and Tonnage of ditto, so employed, en- tering inwards, on a like average	-	-	<u>563-85,821</u>
Medium of the Average-Number and Tonnage of British vessels, entering inwards, and clearing out- wards	-	-	<u>491-80,482</u>
Number and Tonnage of British vessels clearing out- wards, and employed yearly in the trade between Great Britain and the British Islands in the West Indies, on an average of the years 1787, 1788, and 1789, since the War	-	-	<u>531-128,207</u>
Number and Tonnage of ditto, so employed, entering inwards, on a like average	-	-	<u>588-139,265</u>
Medium of the Average-Number and Tonnage of British vessels, entering inwards, and clearing outwards	-	-	<u>559-133,736</u>

By these last averages it appears, that the Number of Vessels employed between Great Britain and the British islands in the West Indies, being all British ships, is, since the War, 68 ships more than before the War, and has therefore increased in the proportion of about one-seventh; and that the Quantity of Tonnage is, since the War, 53,254 tons more than it was before the War, and has therefore increased in the proportion of more than five-eighths. It is of importance also to observe, that, before the War, a part of the ships annually employed in bringing to Great Britain
the

the produce of the West India Islands, was built in the countries now belonging to the United States of America. These ships were in general loaded in the Northern States with lumber and provisions, and consigned to Merchants in the West Indies, where their cargoes were sold, and being then freighted with Sugar, and other West India produce, they proceeded to Great Britain, where they were sold at a rate considerably under the price, for which vessels of the same dimensions could be built in Great Britain. Their number is supposed to have been about fifty annually; and it is for this reason, that the number of ships, entering inwards before the War, appears by the foregoing accounts, to have exceeded the number of ships clearing outwards, in a much greater proportion than it does at present. Since the War, the ships employed in this branch of Commerce are principally built in Great Britain; and as these ships, and the sailors with which they are manned, have a more immediate Connection with the Mother Country, it is certain that they contribute in a much greater degree, than the ships which they have replaced, to increase the efficient Strength of Great Britain as a Naval Power.

Vessels employed between the remaining British Colonies in North America, and the Countries belonging to the United States.

Number and Tonnage of British vessels clearing outwards, and employed yearly in the trade between the remaining British Colonies in North America, and the countries which were then British Colonies, but now form the United States of America, on an average of the years 1770, 1771, and 1772, before the War

Ships.	Tons.
250—	9,582
Number	

Number and Tonnage of ditto, so employed, enter-	Ships.	Tons.
ing inwards, on a like average - - - - -	276	12,857

Medium of the Average-Number and Tonnage of British vessels entering inwards and clearing out- wards - - - - -	263	11,219
--	-----	--------

Number and Tonnage of British vessels clearing out- wards, and employed yearly in the Trade between the remaining British Colonies in North America, and the countries belonging to the United States, on an average of the years 1787, 1788, and 1789, since the War - - - - -	208	15,135
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Number and Tonnage of ditto, so employed, enter- ing inwards, on a like average - - - - -	269	15,524
--	-----	--------

Medium of the Average-Number and Tonnage of British vessels entering inwards and clearing out- wards - - - - -	238	15,329
--	-----	--------

The Number of the vessels, so stated, includes their repeated Voy-
ages ; and it appears that the Number has decreased, since the War,
25 vessels, or about one-tenth : But the quantity of the Tonnage has
increased 4,110 tons, or about one-third. The vessels, employed
before the War in this branch of Trade, might lawfully belong to
the Inhabitants of the countries now under the Dominion of the
United States ; it is certain they then owned much the greatest share
of these vessels : But vessels so employed can now belong only to
the Inhabitants of the remaining Colonies, or of some other part of the

British Dominions: A great part of this Branch of Freight may be considered therefore as a new acquisition, and was obtained by the wise policy, which Your Majesty thought proper to adopt by Your Order in Council of 18th June 1784.

Vessels employed between the British Islands in the West Indies, and the Countries belonging to the United States.

Number and Tonnage of British vessels clearing outwards, and employed yearly in the Trade between the British Islands in the West Indies, and the Countries belonging to the United States, on an average of the years 1770, 1771, and 1772, before the War	-	-	Ships.	Tons.
			2,172	103,540
Number and Tonnage of ditto, so employed, entering inwards, on a like average	-	-	2,297	111,939
Medium of the Average-Number and Tonnage of British vessels, entering inwards, and clearing outwards	-	-	2,234	107,739
Number and Tonnage of British vessels clearing outwards, and employed yearly in the Trade between the British Islands in the West Indies, and the Countries belonging to the United States, on an average of the years 1787, 1788, and 1789, since the War	-	-	510	57,904
			Number	

Number and Tonnage of ditto, so employed,		Ships.	Tons.
entering inwards, on a like average -		579	67,573
Medium of the Average-Number and Tonnage of			
British vessels, entering inwards, and clearing			
outwards - - - - -		544	62,738

The Account of the Number of vessels, from whence these averages are taken, includes their repeated voyages. It has decreased since the War 1690 Ships, or is three-fourths less than it was before the War. The Quantity of Tonnage has decreased 45,001 Tons, or rather less than half what it was before the War: But five-eighths of these vessels, before the War, belonged to Merchants, permanent Inhabitants of the Countries now under the Dominion of the United States; and three-eighths to British Merchants residing occasionally in the said Countries. At that time, very few vessels belonging to British Merchants, resident in the British European Dominions, or in the British Islands in the West Indies, had a share in this Trade. The vessels employed in this Trade can now only belong to British Subjects residing in the present British Dominions. Many vessels now go from the ports of Great Britain, carrying British Manufactures to the United States, then load with lumber and provisions for the British Islands in the West Indies, and return, with the produce of these Islands, to Great Britain. The vessels so employed are much larger than those in which this Trade was formerly carried on, and for this reason the Tonnage employed in it, has decreased much less than the Number of the vessels. The whole of this Branch of Freight may also be considered as a New Acquisition, and was obtained by Your Majesty's Order in Council beforementioned, which

has operated to the Increase of British Navigation, compared to that of the United States, in a double Ratio; but it has taken from the Navigation of the United States more than it has added to that of Great Britain.

Vessels employed between the remaining British Colonies in North America, and the British Islands in the West Indies.

Number and Tonnage of British vessels clearing outwards, and employed yearly in the Trade between the remaining British Colonies in North America and the British Islands in the West Indies, on an average of the years 1770, 1771, and 1772, before the War	-	-	-	Ships.	Tons.
				15	753
Number and Tonnage of ditto, so employed, entering inwards, on a like average	-	-	-	23	1,240
Medium of the Average-Number and Tonnage of British vessels, entering inwards, and clearing outwards	-	-	-	19	996
Number and Tonnage of British vessels, clearing outwards, and employed yearly in the Trade between the remaining British Colonies in North America and the British Islands in the West Indies, on an average of the years 1787, 1788, and 1789, since the War	-	-	-	142	12,696
				Number	

Number and Tonnage of ditto, so employed, entering	Ships,	Tons.
inwards, on a like average	-	171—16,331

Medium of the Average-Number and Tonnage of	
British Vessels, entering inwards, and clearing out-	
wards	156—14,513

The Account of the Number of Vessels, from whence these Averages are taken, includes their repeated Voyages. The Number of Vessels so employed has encreased since the War 137 Ships, being seven times more than it was before the War : And the quantity of Tonnage has encreased 13,517 Tons, being thirteen times more than it was before the War. Many of these Vessels before the War belonged to the Inhabitants of the Countries, which were then British Colonies, but are now under the Dominion of the United States : They can now only belong to British Subjects, resident in some part of your Majesty's present Dominions : A part of these Vessels therefore may be considered as a new acquisition in consequence of the Order in Council before mentioned.

The great Encrease of these Vessels is to be imputed to the improvement of these remaining Colonies, in consequence of the great number of Refugees, who have resorted thither : It is to be imputed also to the more frequent Intercourse, that subsists at present between these Colonies and the British Islands in the West Indies, and to the great number of ships belonging to these Colonies, or to some other part of Your Majesty's present Dominions, which go from Newfoundland to the British Islands in the West Indies with fish, a branch of Freight, which was almost wholly engrossed before the War, by Merchants, who were permanent inhabitants of the countries

countries then British Colonies, but which are now under the dominion of the United States, and from which Branch of Freight the subjects of these States are at present entirely excluded.

As the Result of the foregoing Deduction, the Committee have thought fit to cause the following Table to be prepared; Allowance is therein made for the repeated Voyages, which the Vessels, employed in these different Branches of Trade, are supposed to make in each year; and the Number and Tonnage of the Vessels is reduced in due proportion. This Table will shew Your Majesty, at one view, the Encrease and Decrease of Vessels and Tonnage employed in these various branches of Navigation, and how far the Balance on the whole is at present in favour of Great Britain.

Before the War.				Since the War.			
Vessels, and their Tonnage, belonging to Merchants resident in the present British dominions, or to British Merchants occasionally resident in the countries which were then British Colonies, but now form the United States.		Vessels belonging to Merchants who were Natives and permanent Inhabitants of the countries which were then British Colonies, but now form the United States.		Vessels belonging to Subjects of the present British dominions.		Vessels belonging to Subjects of the United States.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
—	497	165	21,686	261	52,595	163	26,564
Colonies in North } —	228	32	1,402	367	46,106	—	—
West Indies —	460	30	5,030	559	133,736	—	—
United States —	43	131	5,609	158	10,219	—	—
the United States	93	651	31,423	181	20,912	—	—
British Islands in } —	1	4	249	52	4,837	—	—
	1,322	1,013	65,399	1,578	268,405	163	26,564

Decrease under the before mentioned different Branches of Freight,
Increase and Decrease on the Whole.

					American.	
					Vessels.	Tons.
289	Decrease on the 1st	—	—	—	2	—
285	Ditto on the 2d	—	—	—	32	1,402
350	Ditto on the 3d	—	—	—	30	5,030
423	Ditto on the 4th	—	—	—	131	5,609
754	Ditto on the 5th	—	—	—	651	31,423
101	Ditto on the 6th	—	—	—	4	249
463	Total Decrease	—	—	—	850	43,713
638	Increase on the 1st	—	—	—	—	4,877
	Balance of Decrease	—	—	—	850	38,836

ight, was divided by $1\frac{1}{2}$, as it is estimated that these Vessels make $1\frac{1}{2}$ voyage in a year.
estimated that these Vessels make three voyages in a year.
eight, was divided by 3, as it is estimated that these Vessels make three voyages in a year.

6

Export the Wheat				
The following is a list of the wheat exported from the United States during the year ending 1900.				
Wheat	1,000,000	1,000,000	1,000,000	1,000,000
Barley	1,000,000	1,000,000	1,000,000	1,000,000
Oats	1,000,000	1,000,000	1,000,000	1,000,000
Rye	1,000,000	1,000,000	1,000,000	1,000,000
Triticum	1,000,000	1,000,000	1,000,000	1,000,000
Speltz	1,000,000	1,000,000	1,000,000	1,000,000
Other	1,000,000	1,000,000	1,000,000	1,000,000
Total	1,000,000	1,000,000	1,000,000	1,000,000



Wheat	1,000,000	1,000,000	1,000,000	1,000,000
Barley	1,000,000	1,000,000	1,000,000	1,000,000
Oats	1,000,000	1,000,000	1,000,000	1,000,000
Rye	1,000,000	1,000,000	1,000,000	1,000,000
Triticum	1,000,000	1,000,000	1,000,000	1,000,000
Speltz	1,000,000	1,000,000	1,000,000	1,000,000
Other	1,000,000	1,000,000	1,000,000	1,000,000
Total	1,000,000	1,000,000	1,000,000	1,000,000

The Committee think it will throw further light on this Subject, if they lay before Your Majesty an Account of the Vessels that were built in the Ports of the countries now forming the United States in the year 1772, compared with the Number of Vessels that were building in the Ports of the said States in the year 1789. This Comparison will prove to Your Majesty, how greatly the Trade of Ship-building has declined in these countries since they were no longer a Part of Your Majesty's Dominions, and consequently how very much the Number of Ships, belonging to them, must have decreased.

An Account of the Number of Ships and Brigs built in the Ports of the United States in the year 1772, compared with the like Vessels building in the said States in 1789.*

States.	1772.		1789.	
	Vessels.	Tons.	Vessels.	Tons.
New Hampshire	—	—	6	—
Massachusetts	—	—	5	—
Rhode Island	—	—	—	—
Connecticut	—	—	—	—
Total of the New England Provinces	123	18,149	11	0
New York	15	1,640	—	—
New Jersey	1	80	1	200
Pennsylvania	18	2,897	14	2,966
Maryland	8	1,626	5	1,200
Virginia	7	933	—	—
North Carolina	3	253	—	—
South Carolina	2	213	—	—
Georgia	5	753	—	—
TOTAL	182		31	

* In the Account of Ships and Brigs built in the Ports of the United States in the year 1772, which has been laid before the Committee, there is no Specification of the Numbers built in each of the New England Provinces, but a Total only of the Number and Tonnage of Vessels built in all these Provinces: and Mr. Bond, Consul at Philadelphia, who sent the Account of the Vessels building in 1789, has not given the Tonnage of the Eleven Vessels then building in the provinces of New Hampshire and Massachusetts' Bay: So that it is not possible to make a Comparison of the Quantity of Tonnage of which the Vessels in the foregoing Table consists.

The

The Committee have received from Mr. Bond, Your Majesty's Consul at Philadelphia, very accurate Accounts of the Number of Vessels and Quantity of Tonnage, employed in the Trade to and from the Port of Philadelphia, where he resides, in the years 1773, 1774, and 1775, distinguishing the Vessels and Tonnage belonging to the Inhabitants of Great Britain—those belonging to the Inhabitants of Philadelphia—and those belonging to the Inhabitants of the United States, including Philadelphia; and also, a like Account of the Number of Vessels and Quantity of Tonnage so employed in the years 1788 and 1789, distinguishing the Vessels and Tonnage belonging to the Inhabitants of the present British dominions,—and those belonging to the subjects of the United States.—As these Accounts throw further light on this important subject, the Committee will insert them in the Appendix *.

It appears by the first of these Accounts, that the Tonnage of the Vessels belonging to the Inhabitants of Great Britain, clearing out from the Port of Philadelphia in the years 1773, 1774, and 1775, was not equal to one fourth part of the Tonnage of the Vessels so clearing out, and belonging only to the Inhabitants of Philadelphia; and that it was equal only to two elevenths of the Tonnage of the Vessels belonging to the Inhabitants of the Countries now forming the United States, including Philadelphia.

It appears by the second of these Accounts, that the Tonnage of the Vessels belonging to the Inhabitants of the present British dominions, clearing out from the Port of Philadelphia in the years 1788 and 1789, amounted to within One Fifth of the Tonnage of all the Vessels belonging to the Inhabitants of the United States, including Philadelphia, which cleared out from the same Port in the same years:—And Mr. Bond alledges,

* See these Accounts in the Appendix, (B).

that

that the Tonnage of the Vessels belonging to the Inhabitants of the present British dominions, now employed in the Port of Philadelphia, in that branch of trade which is called the Over-sea Trade, is full four fifths of the Tonnage of all the Vessels so employed.

To compleat the foregoing Accounts, the Committee thought it right to enquire, what Share the Ships of other European nations, besides Great Britain, have obtained in the Commerce carried on with the United States of America.—It is well known, that the expectation, which these nations entertained of acquiring a considerable share in this branch of trade, in case the British Colonies, which now form the United States, could establish their independence, operated as a strong motive to induce many of them to be adverse to the Cause of Great Britain during the late War; and inclined some of them, by degrees, to take a part in the Contest.

The following Account is the best, that the Committee have been able to procure of the Vessels belonging to other European nations, besides Great Britain, which entered the principal Ports of the United States in the following years:

N E W - Y O R K .

			Ships.	Brigan- tines.	Schoon- ers.	Sloops.	Supposed Ton- nage, according to the Ameri- can admeasure- ment.
1789.							
Portuguese	-	-	3	4	1	0	1,380
Spanish	-	-	3	3	1	4	1,580
Dutch	-	-	2	1	0	0	960
French	-	-	1	5	0	0	1,000
Swedes	-	-	0	2	0	0	400
Total			9	15	2	4	5,320

PHILADELPHIA.

	Ships.	Brigan- tines.	Schoon- ers.	Sloops.	Supposed Ton- nage, according to the Ameri- can admeasure- ment.
1788.					
French - - -	1	4	1	0	692
Dutch - - -	0	4	4	2	1,022
Spanish - - -	7	6	4	0	2,335
Portuguese - - -	0	3	0	0	321
Swedish - - -	0	2	0	1	430
Danish - - -	0	1	0	0	157
Prussian - - -	0	2	0	0	388
Total - - -	8	22	9	3	5,345

CHARLES-TOWN.

1787.					
Spain - - -	0	2	39	3	1,073
France - - -	0	4	2	2	715
United Netherlands -	1	4	0	0	799
Altona - - -	1	0	0	0	280
Bremen - - -	0	1	0	0	193
Denmark - - -	0	1	0	0	164
Hamburgh - - -	0	1	0	0	130
Austria - - -	0	1	0	0	127
Total - - -	2	14	41	5	3,481

The foregoing Tables will shew, in what proportion the several European Nations, therein mentioned, have acquired a share in the Commerce

Commerce carried on in three of the principal Ports of the United States. The Committee have not been able to procure like accounts of the ships belonging to those European Nations, which have been employed in the trade carried on in the other ports of the United States ; but, from information laid before them, they have reason to think, that the Tonnage of the Vessels belonging to European Nations, besides Great Britain, which traded to the ports of Virginia in the year 1789, amounted to 2,664 tons;—That the Tonnage of the Vessels of the like description, which traded to the ports of Maryland in the year 1789, amounted to 2,348 tons;—That the Tonnage of the Vessels of the like description, which traded to the ports of North Carolina in the year 1789, amounted to about 3,000 tons;—That the Tonnage of the Vessels of the like description, which traded to the ports of Georgia in the year 1789, amounted to about 2,500 tons;—That the Tonnage of the Vessels of the like description, which traded to the Ports of Massachusetts Bay in the year 1789, amounted to 1,758 tons.

The Committee have no information of the Vessels of the like description, which have been employed in the Commerce carried on with the other United States ; but if we add to the foregoing quantity of tonnage, amounting to 26,416 tons, one-fourth more for all the remaining ports of the United States of America, the whole of the Tonnage of Vessels of the description before mentioned, employed in the Commerce with the United States, will in such case amount to 33,020 tons, which is but little more than one-fourth of the Tonnage of the Vessels belonging to British Merchants in all the different Branches of this Commerce, not making Allowance in either case for repeated Voyages.

Immediately after the Peace, the Merchants of Foreign Nations entered with great zeal into the Trade which was then for the first time laid open to them, with the Countries belonging to the United States of America ; but these Merchants soon found that the great expectations they had entertained were not likely to be realized.—They learned by experience that this Trade was not to be carried on, without trusting the Americans with their goods, and without giving them longer credit than is usually given in the Trade carried on to European Countries : Many of them sent their vessels with supercargoes on board, who would not sell the goods, with which they were entrusted, but for ready money, or in barter for an immediate return in the produce of the country : Several of these supercargoes met with an ill reception. To these circumstances it is owing, that the Merchants beforementioned are now less disposed to engage in this Branch of Commerce, and that many British vessels are now actually employed in carrying the Produce of America directly to the markets of other European Nations.

The Lords of the Committee have thought it right to push their enquiries, on all that relates to the Commerce carried on with the United States, and to the Shipping employed therein, to the utmost extent ; as it appeared to them to be of the greatest importance to ascertain, with as much accuracy as possible, the Effects which the late Revolution in North America has hitherto produced on the Commerce and Navigation of Your Majesty's present dominions.—To enable the Committee to form a true judgment of what may be the probable Effects of the two Acts referred by Your Majesty to their consideration, or of any other measures which the present Congress may pursue, and to suggest, in consequence thereof, what System of Policy it may be adviseable for Your Majesty's government to adopt,
in

in order to counteract the evil effects of such measures, it was absolutely necessary to be informed, how far the Acts, and other Proceedings of the late Congress, or of the Legislatures of the separate States, have hitherto operated to the disadvantage of British Commerce and Navigation.—It is true that the Merchants and Ship-owners of London, Bristol, Liverpool and Glasgow, in the Reports before mentioned, all agree in asserting, that the Commerce and Shipping-interest of Great-Britain have, in the direct intercourse between Great Britain and the United States, suffered in a certain degree, by the distinctions made to their disadvantage, in favour of the Commerce and Shipping of the United States, and of other foreign nations.—These distinctions may perhaps have contributed to diminish the advantages, which might otherwise have been derived from this trade: But it is evident, from the foregoing comprehensive view of the various Branches of Commerce and Navigation, to which these accounts refer, that the Exports from Great Britain to all the countries before mentioned, (which is the most valuable part of this Commerce,) have increased since the War, on an average, £ 166,085 per annum; and that the Imports into Great Britain from the said countries have decreased since the War, on an average, only £ 75,454 per annum; and that the Number of Ships belonging to the Merchants resident in the present British dominions, employed in all these different Branches of Commerce, has increased since the War, on an average, annually 256; and that the Quantity of their Tonnage has increased 111,638 Tons; and in like manner, that the Number of Ships, belonging to the subjects of the United States, so employed, has decreased 850 Ships, and the Quantity of their Tonnage has decreased 38,836 Tons.—If indeed we suppose that the Tonnage of the Vessels, employed in these Branches of Commerce, was estimated before

before the War at one-third less than it really was, as before stated, the Increase of the Tonnage of the Vessels, belonging to Merchants resident in the present British dominions, will in such case be only 59,384 Tons; and the Decrease of the Tonnage of Vessels belonging to Merchants, that are subjects of the United States, will in such case amount to 60,634 Tons.—It is proper to add, that the inhabitants of the countries, which now form the United States, had before the War some share in the circuitous Commerce of Great Britain, by trading from one foreign Port to another, and returning occasionally to a British Port: They have since the War lost the Benefit arising from the Freight employed in that circuitous Trade, whatever the amount of it may have been; and the whole of it now belongs to the Inhabitants of the present British dominions:—It appears also, from what has been before stated, that the Inhabitants of the Countries now belonging to the United States, built in the year 1772, 182 top-sail vessels; and that, in the year 1789, the number of such vessels, building in the Ports of the United States, was only 31:—It appears lastly, that the Tonnage of the Vessels, which belong to the subjects of all the nations of Europe, besides Great Britain, now employed in the Trade with the United States, in the whole amounts to but little more than one-fourth of the Tonnage of the Ships, so employed, belonging to the subjects of the present British dominions*.

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* Subsequent to the Time when this Report was compleated, and presented to His Majesty, the Government of the United States have published a Paper, which contains an Account of the Tonnage of the Vessels entering the several Ports of the United States, from the 1st October 1789, to the 30th September 1790. The Account is as follows:

An

The Lords of the Committee will proceed, in the next place, to give an Account of the new Form of Government lately established in the United

An Account of the Tonnage of Vessels entered into the United States of America, from the 1st October 1789, to the 30th September 1790, distinguishing each State according to the Magnitude of its Tonnage; and distinguishing the American from Foreign Vessels.

States.	American.				European.			Recapitulation.
	Coasting Vessels.	Fishing Vessels.	Vessels in the Over-sea Trade.	Total Tonnage.	Vessels belonging to Great Britain, including Ireland.	Vessels belonging to other Nations.	Total Tonnage of the whole.	
Massachusetts -	53,073	24,826	99,124	177,023	19,493	853	197,369	Total Tonnage of each Country, viz. Tons.
Pennsylvania -	6,055	—	51,594	57,649	42,605	9,665	109,919	United States - - 503,177
Virginia - -	9,914	55	33,560	43,529	56,273	4,092	103,894	Great Britain 222,347
New York -	6,203	—	42,072	48,275	36,918	6,921	92,114	Ireland - 3,147½
Maryland -	16,099	60	39,272	55,431	23,339	9,485	88,255	225,494½
* South Carolina	508	—	16,871	17,379	18,725	4,256	40,360	France - 13,435½
† North Carolina	5,723	—	24,219	29,942	4,941	244	35,127	Holland - 8,815½
Connecticut -	6,330	—	24,286	30,616	2,556	—	33,172	Spain - 8,551¼
Georgia - -	1,090	—	9,544	10,634	15,041	1,570	27,245	Portugal - 2,924
New Hampshire	1,670	473	11,376	13,519	3,458	34	17,011	Denmark - 1,619¼
† Rhode Island	1,626	838	7,061	9,525	95	221	9,841	Germany - 1,368
Delaware - -	1,061	—	3,080	4,141	1,783	—	5,924	Prussia - 394
New Jersey -	3,429	—	2,085	5,514	267	79	5,860	Sweden - 311½
Total	112,781	26,252	364,144	503,177	225,494	37,420	766,091	37,419½
								Total - - 766,091

* In the Returns from Charles Town, one Quarter is wanting, and not included.

† The Returns from this State did not commence till 11th March 1790.

‡ The Returns from this State did not commence till 21st June 1790.

Note.—This Table contains an Account of the Tonnage of Vessels entering the several Ports of the United States, in a period subsequent to any of those years, on which the Averages stated in the Report, were formed. It contains an Account of all the Tonnage belonging to the Subjects of the United States of America, employed in every Part of their Foreign Trade, their Coasting Trade, and their Fisheries, which entered their Ports during that Period, but does not distinguish what Part of it was employed in their Foreign Trade with the British Dominions. On the other hand, the Account given

United States, as far as it relates to the Commerce of the said States, and of the Principles on which it is formed; and of such of the measures

given in the Report, is only of so much of the Tonnage of the United States, as was employed during those years in the various Branches of Commerce with such Parts of the British Dominions, with which they are allowed now to trade, in Ships belonging to the said States. This Table contains also, an Account of the Tonnage of British Vessels employed during that Period, in the Trade with the United States, and makes the Quantity thereof apparently much greater than that stated in the Report, as employed therein, during the preceding years, on which the Averages were formed.— But it should be observed, that in the period to which the Table refers, many Events happened, which would necessarily increase the Quantity of Tonnage employed in the various Branches of Commerce carried on with the United States. The great Demand for Corn in almost every Country of Europe, during the latter part of the year 1789, and till the harvest of 1790, was the Cause that many more Ships were freighted during that period, for the purpose of bringing Corn from America, than ever had been before. It is well known, that many Ships sailed from Great Britain upon Speculation for this Purpose only; and that the Demand for Corn in Europe more than doubled the usual Price of Wheat in America; and that the Price of Freight from America was considerably raised on that Account.—For these Reasons, the Quantity of American Tonnage as well as the Quantity of Foreign Tonnage, and particularly British, that entered the Ports of New York, Pennsylvania, Virginia, and Maryland, (which are the principal Corn Countries of the United States,) was much greater in this Period than in the years to which the Report refers.—It happened also, that in this year, the Revolution in France induced the several French Colonies in the West Indies to open their Ports for American Ships in a much greater degree than they were opened before. This Circumstance must necessarily have increased the American Shipping employed in the Intercourse between the Countries belonging to the United States and the French Islands in the West Indies.—It is proper also to observe, that the Quantity of American as well as of British and other Foreign Tonnage, as stated in this Table, appears to be greater than it actually was, for this Reason, that the Table which professes to contain an Account of the Tonnage of Vessels entering the Ports of the United States includes their repeated Voyages, so that the Quantity of these different Descriptions of Tonnage really existing, must be much less than it appears to be in the Table.—It is proper further to observe, that many British Ships may have entered the Ports of the United States without having directly cleared out for the said Ports from

measures, hitherto adopted by the said Government, as can have any influence on the Commerce and Navigation of the British dominions.

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from any British Port, or without returning directly from the said Ports to a British Port; and in such case, they would not appear in the Accounts furnished by the Offices of Government from which the Averages stated in the Report were taken. It is a known Fact, and is stated as such in the Report, that many British Ships are employed in carrying on a direct Commercial Intercourse between the Countries belonging to the United States and Foreign European Nations, and return only occasionally to a British Port.

The foregoing Observations are sufficient to account for many of the Differences that will be found between the Accounts of Tonnage given in the said Table, and the Average Accounts of Tonnage stated by the Lords of the Committee of Privy Council in their Report, which were taken either from Accounts furnished by the Public Offices of this Kingdom, or from Information they had previously received from America.

The great Superiority, which British Navigation enjoys in the Commerce with the United States, is no less evident from the Accounts stated in the foregoing Table, than from the Averages stated in the Report of the Committee. The Quantity of the Tonnage of British Vessels which entered the Ports of the United States in the Period to which this Table refers, appears thereby to be more than Three Sevenths of the Tonnage of all the Vessels belonging to the United States, whether employed in their Over-Sea Trade, their Coasting Trade, or their Fisheries: It appears to be even more than Three Fifths of all the American Tonnage employed in their Over-Sea Trade, which is the only Branch of the Trade with the United States in which British Ships are allowed to have a Share, and to enter into Competition with the Ships of the said States.—The Tonnage of the Vessels belonging to all other European Nations entering the Ports of the United States, as stated in the Table, during the Period to which it refers, is in Quantity but little more than that stated in the Report of the Committee; and it would probably not exceed the said Quantity, if we had Data sufficient to enable us to make the proper Deductions; but

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compared

A Convention of Delegates, deputed from all the States composing the United States of America, assembled at Philadelphia on the 17th day of September 1787.—This Convention agreed upon a certain number of fundamental Articles, which were to form the basis of the new Constitution, and laid them before the Congress of the United States, then assembled, advising that these fundamental Articles should be submitted to a Convention of Delegates chosen in each Individual State by the people thereof, under the recommendation of its existing Legislature, for their assent and ratification; and that, as soon as the Conventions of Nine States should have ratified the Constitution, founded on the fundamental Articles before mentioned, and have signified the same to the United States in Congress assembled, the said Congress should appoint the time and place, pursuant to the said Articles, for commencing the proceedings necessary to the Formation and Establishment of the new federal Government.

As soon as Nine States had acceded to the Plan before mentioned, the late Congress, in pursuance thereof, gave the necessary orders for

compared with the Tonnage of the British Vessels which, according to this Table, entered the Ports of the United States during the same Period, it is equal only to one-sixth part; though, according to the Averages stated in the Report, from Accounts of the preceding Years, it was then supposed to be equal to about one fourth.

If Congress continue to publish every Year Accounts of the Tonnage of Vessels entering their Ports, in the same manner as they have done for the last Year, we shall be able in Time to form a more decisive and accurate Judgment on this Subject.—The Reasoning of the Lords of the Committee in the subsequent Parts of the Report, is rather confirmed and strengthened, than in any degree weakened, by the Accounts stated in the beforementioned Table.

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the Election of a Senate and a House of Representatives, of which the new federal Government was to be composed. This Senate and House of Representatives first began to sit at New York on the 4th of March 1789. They have already held two Sessions, and have made several Laws for regulating the Commerce of the United States:—A new commercial System therefore is now formed, which it is the intention of this Committee to lay before Your Majesty.

This commercial System is founded ; *First*, in the fundamental Articles of the new Constitution, as settled by the Convention of the 17th September 1787 :—And *Secondly*, in the Laws which the new Congress, assembled according to this Constitution, have passed in the two Sessions already held by them.

By the first Article of the new Constitution, Section 8, a power is given to the Senate and House of Representatives (which the Committee will in future call the Congress) with the Assent of the President of the United States, (which Assent is to be given by him under certain regulations prescribed by the said fundamental Articles) to lay and collect, taxes, duties, imposts and excises ; and it is declared, that all duties, imposts and excises are to be uniform throughout the United States.

By the same Article, Section 9, No tax or duty is to be laid on articles exported from any of the States ; and no preference is to be given by any regulations of Commerce or Revenue to the Ports of one State over those of another.

By the same Article, Section 10, No State, without the consent of Congress, is to lay any duties on imports or exports, except what may be absolutely necessary for executing the laws, called the

Inspection Laws* ; and the net produce of all duties, laid by any Individual State on imports or exports, is to be for the use of the Treasury of the United States ;—And all such laws are to be subject to the revision and controul of Congress ; and no State without the consent of Congress is to lay any duty of Tonnage.

By the same Article and same Section, No State is for the future to emit bills of credit, or coin money, or to make any thing, but gold and silver coin, a tender in payment for debts :—And by the same Article, Section 8, Congress is to have a power to coin money, and to regulate the value of such coin, and to fix the standard of weights and measures.

By Article 1st, Section 10, No State is to pass any *ex post facto* law, impairing the Obligation of Contracts.

By the same Article, Section 8, Congress is to have a power to establish uniform laws on the subject of Bankruptcies throughout the United States.

By the same Article and same Section, Congress is to regulate Commerce with foreign Nations :—And by Article 6, All Treaties made, or which shall be made, under the authority of the United States, are to be deemed the Supreme Law of the Land ; and the Judges in every State are to be bound thereby, any thing in the Constitution or Laws of any Individual State to the contrary thereof notwithstanding : And lastly, by Article 3, Section 1 and 2, Congress is authorized, from time to time, to establish one supreme court, and other inferior courts, in which the judicial Power of the United

* The Inspection Laws are, Laws passed by the Legislatures of the several States, for appointing Inspectors to ascertain the Quality of certain Commodities exported.

States is to be vested:—And this judicial Power is to extend to all cases in law and equity, arising under the present Constitution, or under Treaties made or to be made by the authority of the United States, and to all cases affecting Ambassadors or other public Ministers and Consuls, and to all cases of Admiralty and Maritime Jurisdiction.

It is evident, that many of these Regulations, which are made fundamental Articles of the new Constitution, took their rise from defects which had been perceived in the former system of Government. These Regulations are founded on principles of Justice; and they are certainly favourable to Commerce in general; and if the present Congress carry them fully into execution, many of the laws made by the Legislatures of Individual States, imposing partial burthens on British Commerce, and British Ships, as before stated, will be *ipso facto* repealed.

In consequence of the Regulation, which declares, that all Treaties, already made, or which shall hereafter be made, shall be deemed to be a part of the Supreme Law of the Land, and that the Judges in every State shall be bound thereby, it may be expected, that British Creditors will now reap the benefit of the 4th Article of the late Treaty of Peace, which stipulates, that “Creditors, on either side, shall meet with no lawful impediment in the recovery of the full value in sterling money of all *bonâ fide* debts heretofore contracted.”

By the Regulation, which declares, that no State is to pass any *ex post facto* law, impairing the Obligation of Contracts, all the laws, made by the Legislatures of Individual States, to prevent British
 Merchants

Merchants from recovering the full value of their legal debts, must be considered as *ipso facto* repealed.

By the Regulation, which declares, that no State shall make any thing but gold and silver coin, a tender in payment of debts, and that Congress alone shall coin money, and regulate the value of such money, as well as of all foreign coin, the Laws, passed by the Legislatures of Individual States, which oblige British Merchants to take, in payment of their debts, any thing besides what is thus made legal tender, must be considered also as *ipso facto* repealed.

And lastly, the Regulation which authorises Congress to establish Judicatures for deciding all suits and controversies arising under the present Constitution, and under Treaties, &c. affords just reason to expect that these Fundamental Articles will be carried into complete execution ; and that in all these respects the Legislatures of the Individual States, and the Courts of Judicature dependent on them, will no longer have the power of resisting, under any pretence, the supreme authority of Congress.

In a word, many of the injustices and partialities, hitherto practised by the Legislatures of particular States, have thus been condemned by the United Voice of the People of America assembled in convention ; and it is certainly reasonable now to expect that the present Congress, which is composed of a body of men assembled from every part of the United States, and who act upon a larger scale, and in support of a more extensive and general interest, will not commit the like acts of injustice, to which the Legislatures of particular States were too frequently liable, in favour of the immediate and pressing interests of the persons by whom they were elected, and sometimes even

even to relieve the distresses of the very individuals who composed these Provincial Legislatures.

The Lords of the Committee will now proceed to give an account of the several Acts that have been passed by the present Congress, in the two sessions already held by them, as far as they relate to the Commerce and Navigation of Your Majesty's dominions.

The principal Acts of this description which were passed by Congress in their first session, were the Two referred by Your Majesty to the consideration of this Committee. By the first of these Acts, entitled, " An Act for laying duties on goods, wares and merchandize imported into the United States," the duties on each sort of merchandize, imported into every part of the United States, were made the same, from whatever country they are brought, and in whatever ships they are imported, except that a discount of 10 per cent. of all the said duties was allowed on such goods, wares and merchandize, as should be imported in vessels built in the United States, and which should be wholly the property of citizens thereof, or in vessels built in foreign countries, and, on the 16th day of May 1789, wholly the property of citizens of the United States, and so continuing till the time of Importation; and except, that goods imported from China or India, in ships built in the United States, and belonging to citizens thereof, or in ships built in foreign countries, and, on the 16th day of May 1789, wholly the property of citizens thereof, and so continuing till the time of Importation, were made subject to a less duty than the like goods Imported in ships of the same description from Europe; and except that all the said last-mentioned goods, if imported in any other manner, that is, in ships

ships that are not of either of the descriptions before mentioned, and not directly from China or India, were made subject to a still higher duty.

The particular duties, so imposed on each sort of goods imported into the United States, will be seen in a copy of the said Act annexed to this Report*. The Merchants of Glasgow, who have had these Duties under their consideration, estimate that they amount, on an assorted cargo, to $7\frac{1}{2}$ per cent. of its value at most; and they estimate the distinction, made by the discount of 10 per cent. of the duties, in favour of goods imported in ships belonging to the subjects of the United States, to amount, on such a cargo, to three-fourths per cent. of its value at most.

By the second of these Acts, entitled, "An Act imposing Duties " on Tonnage," a duty was laid on all ships or vessels built within the said States, and belonging wholly to the Citizens thereof; and on ships or vessels, not being built within the said States, but on the 29th day of May 1789, belonging wholly to the Citizens thereof, during the time such ship or vessel shall continue so to belong, - - - - - 6 cents per ton.

On all ships or vessels hereafter built in the United States, and belonging wholly, or in part, to the Subjects of Foreign Powers - - - - - 30 cents per ton.

On all other ships or vessels - - - - - 50 cents per ton.

On all ships or vessels employed in the transportation of any of the Produce or Manufactures of the United States coastwise, except such ship or vessel be built within the said States, and belong to Citizens thereof - - - - - 50 cents per ton.

* See this Act in the Appendix, (C.)

On all ships or vessels built in the United States, and belonging to the Citizens thereof, employed in the Coasting Trade, or the Fisheries - - 6 cents per ton, to be paid once in each year.

A *Cent* is the hundredth part of a Spanish dollar, and in value nearly equal to a halfpenny.

The present Congress, in their second Session, repealed the Duties imposed by the first of the before-mentioned Acts; and, by an Act then passed, entitled, "An Act making further Provision for the Payment of the Debts of the United States," they imposed new Duties, the Amount of which will be seen in a Copy of the said Act, which is annexed to this Report*.

By this Act, Congress have augmented the Duties principally on Wines, Spirits, Teas, Salt, Cables, and Cordage of all sorts; and they have augmented them in a less degree on some few Articles of Manufacture, which may be considered as Objects of Luxury; but on most other Articles, either of Produce or Manufacture, the Duties are continued the same†. There is Reason to believe, that these

Duties

* See Appendix, (D).

† The Committee have inserted the following Table, in order to shew on what Merchandizes, and in what Proportions, the Congress have thought it right to increase the Duties of Impost in the said Act. It will prove to what Articles the present Congress principally turn their Attention, when they wish to increase the Revenue of the United States by Duties on Goods imported.

				Old Duty. Cents.	New Duty. Cents.	Increase of Duty. Cents.
Madeira Wine	-	-	-	per Gall. 18	—	—
London quality	-	-	-	ditto 18	35	17
Other Madeira	-	-	-	ditto 18	30	12
			I			All

Duties are carried to the utmost Extent, which the People of the United States can at present bear ; for, in the Debates of the House of Representatives,

			Old Duty.	New Duty.	Increase of Duty.
			Cents.	Cents.	Cents.
All other Wines	- - -	per Gall.	10	20	10
Sherry	- - -	ditto	10	25	15
Spirits distilled Jamaica proof	- - -	ditto	10	—	—
All other Spirits	- - -	ditto	8	—	—
If more than 10 per cent. below proof		ditto	8	12	4
If more than 5 and not more than 10 per cent. below proof		ditto	8	12½	4½
If of proof, and not more than 5 per cent. below proof		ditto	8	13	5
If above proof, but not exceeding 20 per cent.		ditto	8	15	7
If more than 20 and not more than 40 per cent. above proof		ditto	8	20	12
If more than 40 per cent. above proof		ditto	8	25	17
Molasses	- - -	ditto	2½	3	0½
Teas from India.					
In American vessels.	Bohea - - -	per lib.	6	10	4
	Souchong, and other } Black Teas - - -	ditto	10	18	8
	Hyson - - -	ditto	20	32	12
	Other Green Teas	ditto	12	20	8
Teas from Europe.					
In American vessels.	Bohea - - -	ditto	8	12	4
	Souchong, and other } Black Teas - - -	ditto	13	21	8
	Hyson - - -	ditto	26	40	14
	Other Green Teas	ditto	16	24	8
Teas from any other place.					
In any other vessels.	Bohea - - -	ditto	15	15	—
	Souchong, and other } Black Teas - - -	ditto	22	27	5
	Hyson - - -	ditto	45	50	5
	Other Green Teas	ditto	27	30	3
Coffee	- - -	ditto	2½	4	1½
Sugar					

representatives, Complaints have been since made of the Amount of many of them; and it was on that Account found necessary not to press the immediate Payment of them, on the Delivery of the Merchandise, but to allow longer Credit, than is usually given to those who pay publick Duties; for it appears, that the American Retailer is frequently in Want of Cash till he has sold the Goods, on which the Duties are to be paid.—A Drawback is allowed of all the said Duties, with respect to such Merchandises, as shall be re-exported within twelve Calendar Months to any Foreign Port or Place, except One per Cent. of the Amount of the said Duties, which is to

					Old Duty.	New Duty.	Increase of Duty.
					Cents.	Cents.	Cents.
Sugar	-	Loaf	-	per lib.	3	5	2
		Brown	-	ditto	1	1½	0½
		Other Sugar	-	ditto	1½	2½	1
Indigo	-	-	-	ditto	16	25	9
Steel, unwrought		-	-	per 112 lib.	56	75	19
Cables	-	-	-	ditto	75	100	25
Cordage	-	{ tarred	-	ditto	75	100	25
	-	{ untarred, and yarn	-	ditto	90	150	60
Twine and packthread		-	-	ditto	200	300	100
Coal	-	-	-	per bush.	2	3	1
Salt	-	-	-	ditto	6	12	6
Gold, Silver, and Plated Ware, Jewellery and Pastework				ad val.	7½ per ct.	10 per ct.	2½ per ct.
Clocks and Watches				ditto	5 per ct.	10 per ct.	5 per ct.
Coaches, Chariots, &c.				ditto	15 per ct.	15½ per ct.	0½ per ct.
Glasß				ditto	10 per ct.	12½ per ct.	2½ per ct.
Paper and Parchment of all Sorts				ditto	7½ per ct.	10 per ct.	2½ per ct.
Marble, Bricks, Tiles, Slates, and other Stones				ditto	5 per ct.	10 per ct.	5 per ct.
Pictures and Prints				ditto	5 per ct.	10 per ct.	5 per ct.
Carpets and Carpeting				ditto	5 per ct.	7½ per ct.	2½ per ct.
Velvets and Ververets, Cambricks, Mullins, Lawns, Laces, Gauzes, Chintzes, Coloured Calicoes, and Nankeen				ditto	5 per ct.	7½ per ct.	2½ per ct.

be retained as an Indemnification for any Expence, that may have accrued concerning the same.

In this last Act, the Congress have altered, and in some degree augmented, the Distinction made in the Duties on Goods imported in Ships belonging to the Subjects of the United States, or built therein, and belonging in part to the said Subjects, and on Ships belonging to Foreign Nations; for, instead of allowing a Discount of 10 per Cent. of the Duties on all Goods imported in American Ships, as in the first of these Acts, an Addition of 10 per Cent. of the Duties now imposed is made payable on all such Goods imported in any other than American Ships, as before described, except in Cases, where an additional Duty is specifically laid by the last Act on any Merchandizes imported in such Ships.

As the Duties, so increased by this last Act, do not affect many of the principal objects of British Manufacture, they will not probably raise the Duties on an assorted Cargo from Great Britain to more than 1 or $1\frac{1}{2}$ per cent. above what they were in the Act of the first Session, that is, to about $8\frac{1}{2}$ or 9 per cent. in the whole.

The second of the Acts referred to the Committee by Your Majesty, entitled, "An Act imposing Duties on Tonnage," was also repealed by the present Congress, in their second Session; and instead thereof another Act was then passed for the like purpose.

A short time after this second Session commenced, an attempt was made in the House of Representatives to encrease the Tonnage Duty to one dollar per ton on all foreign-built vessels belonging to Nations,

Nations, which had not made Treaties of Commerce with the United States ; and it was even proposed, that this Tonnage Duty should be raised still higher, at some future period, when the Citizens of the United States had built vessels sufficient for carrying their exports to foreign markets ; and that, whenever that period arrived, vessels belonging to Nations, which had not made Commercial Treaties with the United States, should not be permitted to export from the Countries belonging to the said States, any unmanufactured Article, being the growth or produce thereof ; unless the Nation, to which such vessels should belong, shall permit the Importation, into their Territories, of Fish, and other salted provisions, as well as Grain and Lumber, in vessels belonging to the Subjects of the United States. The House of Representatives came to a Resolution, and ordered a Bill to be brought in, for the purposes before stated : This Bill had a first and a second reading ; but when it came into the Committee, where it was much discussed, the purport of the Bill was wholly altered :—The Distinction between the vessels belonging to Foreign Nations having Treaties of Commerce with the United States, and those that have not, was rejected ; and the New Act came out of the Committee, and was afterwards passed into a Law, imposing the same Duties, and enacting nearly the same Regulations, as the Tonnage Act of the last Session.

The present Congress, in its first Session, passed an Act for regulating, as well the Collection of the Duties beforementioned, as the manner of entering and clearing out vessels :—This Act was also repealed in the second Session ; and instead thereof a New Act was passed for the like purposes.

By this Act, Congress have permitted ships, belonging to the Citizens of the United States, to enter at more ports and places than
ships

ships belonging to Foreign Nations:—They have confined the entry of ships, arriving from any country beyond the Cape of Good Hope, to a certain number of ports therein mentioned, allowing however every such ship to enter at any port, in which she may be owned, or from which she may have sailed on her voyage:—Congress have regulated also the mode of collecting the Duties *ad valorem*, by enacting, that the value of all such Goods shall be estimated by adding twenty per cent. to the Invoice price of such of the said Goods, as shall arrive from beyond the Cape of Hope, and ten per cent. on the Invoice price of such of the said Goods, as shall arrive from any other Foreign Country.—A discount of ten per cent. for prompt payment was allowed by the first of these Acts, but it is omitted in the second:—This last Act requires, however, that the Tonnage Duty be paid within Ten Days after the Entry is made, and before the ship shall be permitted again to clear out: It is also required, that the Register of every such ship be lodged, at the time of Entry, in the office of the Collector, and there remain till the time of her clearing out: And it is declared, that no merchandise of Foreign Growth or Manufacture, subject to the payment of Duties, shall be brought into the United States in any other manner than by sea, or in any ship or vessel less than Thirty Tons Burthen, except within the District of Louisbourg.

To enforce the due Execution of the Laws beforementioned, as well as all other Laws, which derive their authority from the Federal Government now subsisting, the present Congress, in their first Session, passed an Act for erecting Courts of Judicature for the Trial of all Suits arising under the New Constitution, as well as under Treaties, according to the fundamental Article 3d, section the 1st and 2d, as before stated.

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By this Act, which is entitled, " An Act to establish the Judicial Courts of the United States," Congress have created one Supreme Court, to consist of a Chief Justice and five associated Justices: And in each of the Thirteen Districts (into which the States are divided for this as well as other purposes) They have established a Court, to be called " The District Court," in which one Judge is to preside, who is to be called, " The District Judge."—They have classed the Districts into Three Circuits, and have appointed a Court in each Circuit, to be called " The Circuit Court," which is to consist of two of the Justices of the Supreme Court, and the Judge of the District where they sit.

The Supreme Court is to be holden twice a year, on the first Monday in February, and the first Monday in August.—The District Judge is to hold four Sessions in the year.—The Circuit Courts are to be holden twice a year.

The Laws of the several States (except where the fundamental Articles of the Constitution, the Acts of the Congress of the United States, or Treaties made with Foreign Powers, shall otherwise require or provide) are to be regarded in these Courts, as Rules of Decision in Trials at Common Law, in all cases to which they apply:—Issues in fact are to be tried by a Jury in all cases, except those in equity, and those of admiralty, and of maritime Jurisdiction.

The several Cases, in which these Courts have original Jurisdiction, either concurrent or exclusive, are described in the Act: The Supreme Court has original and exclusive Jurisdiction in all Suits and Proceedings against Ambassadors, and other publick Ministers, and their domestic servants;—And it has original, but not exclusive, Jurisdiction, in all Suits brought by Ambassadors or other publick Ministers, or in which
a Consul

a Consul or Vice Consul shall be a party: And it has a power to issue writs of Prohibition, and writs of Mandamus, in cases warranted by the principles and usages of Law, to any Courts appointed, or persons holding office under the authority of any of the United States: There are also in this Act many specific provisions for regulating the proceedings of all the Courts appointed by this Act, and for supporting the exercise of their respective Jurisdictions. The present Congress, in their second Session, made no alteration in this Act, except for the purpose of extending the provisions of it to the State of North Carolina, and that of Rhode Island; which States had acceded to the Federal Government between the first and second Session of Congress.

THE Committee having thus brought into one view, all the materials necessary to assist them in forming their judgment, They will now proceed humbly to offer to Your Majesty, their opinion on the several points referred to them by Your Majesty's Order in Council of the 30th September 1789, and by the Letter of His Grace the Duke of Leeds, one of Your Majesty's Principal Secretaries of State, dated the 12th November 1790.

The Committee will consider these points under the following heads:

First——COMMERCE.

Secondly——NAVIGATION.

They will begin with the Commerce of Export from Great Britain to the United States.

The Extent and Value of this branch of Commerce has been already stated; and it has been shewn, that nine-tenths of the
Articles,

Articles, exported from Great Britain to the said United States, are British Manufactures.

It has also been shewn, that goods of the same sort, brought from any foreign European country, and imported into the United States, are now made subject, by the Acts of the present Congress, to the same Duties, from whatever European country they may be brought, or in whatever foreign ships they may be imported.

The Merchants, who have been consulted, do not think that these duties on goods imported into the United States, amounting on an average to between eight and an half and nine per cent of their value, are higher than those, to which British goods, so imported, were made subject by the Legislatures of Individual States before the establishment of the new federal Government:—And these duties are much less than the duties payable upon British goods of the like sorts imported into most European countries: They are even less than the duties payable on the like sorts of British goods imported into France and Holland according to the late Treaties of Commerce made with those countries; Great Britain therefore can have no pretence to complain of the amount of these Duties: The United States are now an Independent Nation, and have an undoubted right to impose Duties of the description before mentioned, either for the purpose of raising a Revenue, or of encouraging the produce or manufactures of their own Territories:—As long as the present Congress shall give no preference in this respect to goods of the like sorts imported from other European countries, Great Britain cannot complain of Injustice, nor has She any reason to apprehend a competition:—The excellence and cheapness of the manufactures of Great Britain, and the Credit, which British Merchants are able and willing to give, will always ensure to them a greater share in the

Trade of Export to the United States, than can be enjoyed by any other European Nation. All new established countries (and such are the United States) can trade only with those nations, who are able to afford them an extensive credit, and to incur the risque resulting therefrom: If all the Colonies belonging to European Nations in America and the West Indies, were to become Independent, Great Britain would have undoubtedly the greatest share in the Commerce carried on with them.—Even during the late War, the manufactures of Great Britain found their way in great abundance, by indirect courses, into the countries of the United States; and, notwithstanding the price of them was very much advanced by the circuitous mode, in which they were conveyed, great quantities were eagerly purchased by those who were then the enemies of Great Britain.

It is not probable that the Commerce of Great Britain will suffer considerably (at least for a long course of years) from any encouragement, which the United States may give to their own manufactures, by laying high duties on those of foreign countries.—In the countries belonging to the United States, that are situated to the south of Pennsylvania, there are no manufactures whatsoever, except a few articles made of leather, which they are enabled to manufacture from the low price of the skins purchased by them.—The Legislatures of the northern and middle States have passed laws for the encouragement of manufactures, and have established societies for the like purpose: The Inhabitants of these States manufacture some coarse articles for their own use, but very few for exportation.—In the northern and middle States, there is some wool, but of an inferior quality, and much dearer than in Great Britain.—In the States of New England, linen of a coarse sort has been made; and some of it has been exported for the use of other States.—In New England and Pennsylvania there are many iron works; some of them were established before the late War: and the people of these States have manufactured nails and inferior

inferior sorts of iron tools, so as to diminish very much the importation of these articles from Europe.—In New England and New York, many sorts of household furniture are made, and every kind of carriage in very tolerable perfection, as well as some other articles, the materials of which are principally wood and iron.—In New England and Pennsylvania, attempts have been made to introduce cotton manufactures; but it appears from the specimens, that have been transmitted to the Committee, that these manufactures are in general of the common sorts, and much inferior in quality, and dearer than those made at Manchester.—In Pennsylvania, paper-mills have been erected, in which paper is made of a tolerable quality, sufficient for their own Consumption, and some even for Exportation: And in this State, sugar refineries have also been established (some of them even before the War) with success: and they are now endeavouring to draw sugar, from a particular kind of Maple, which they have in great abundance, and thereby to diminish the quantity of sugar imported from the West India Islands.—They brew porter in Pennsylvania, but of a very inferior quality.

From this account of the manufactures, at present subsisting in the United States, nothing can be inferred, that ought to give the least apprehension to the Manufacturers of Great Britain. The people of all countries, who live in temperate climates, will occasionally employ themselves in manufactures for domestic use during the winter months, or at such times, as the Cultivation of their Lands does not require their attendance: But these domestic occupations seldom give rise to manufactures of any great Extent. The people of the United States can apply their Industry with more profit to the cultivation of the earth: and it is astonishing to what a degree the Inhabitants of all these States prefer agriculture to manufacture: Immediately after the Peace, great numbers migrated from the

northern States to the southern in search of new Land, which they could obtain at a cheap rate in the uncultivated countries, that lie at the back of the southern States: And of late, still greater numbers have resorted, and are still resorting to the Interior Parts of the American Continent beyond the Mountains, where six New Settlements are forming: And the People of two of these Settlements are already as numerous as the Inhabitants of some of the antient States. In all the States, to the southward of Pennsylvania, the principal Inhabitants are great Landholders, and the inferior Inhabitants, Slaves; neither of which are likely to direct their Industry to Manufactures. In countries circumstanced like the United States, the Price of Labour will be always too high to enable them to enter largely into the Business of Manufactures: and, from the want of capital, they can never afford to give the credit, that is necessary to obtain a Sale of them in foreign Markets.

From what has been said, the Committee are induced to think, that, with respect to this branch of Commerce, there are but two propositions, which it may be proper for Great Britain to make to the present Government of the United States, in any Negotiation for a Commercial Treaty with them.

First,—That the Duties on British Manufactures, imported into the United States, shall not be raised above what they are at present.

It may be of use to bind the United States, not to raise these Duties, above what they are at present, by obtaining an express stipulation for that purpose: But if this Concession cannot be obtained, it may be sufficient perhaps to stipulate, that the Duties on British Manufactures, imported into the United States, shall not at any time be

be raised above the Duties now payable on the like Manufactures imported from Great Britain into France and Holland, according to the Commercial Treaties with those two Powers: Or at least, that these Duties shall not be higher than those payable on the like Manufactures imported into the United States from the most favoured European Nation.

Secondly,—That the Duties on all other Merchandize, whether British or Foreign, imported from Great Britain into the United States, shall not be raised higher at any time, than the Duties payable on the like Merchandize imported from any other European Nation.

This equality of Duties is founded in Justice. Great Britain enjoys it by the Laws of the present Congress: But it may be of use to bind the United States to the observance of this rule in future, especially as the Legislatures of the Individual States very frequently departed from this rule before the establishment of the present Federal Government.

The Committee will, in the next place, consider the Commerce of Import into Great Britain from the United States.

The extent and value of this Branch of Commerce have already been stated. It has been shewn, that the annual Imports into Great Britain from the United States have diminished on an Average since the War 843,506*l.*; and that this decrease is nearly accounted for by the decreased Import of Rice and Tobacco. The Imports from the United States consist principally of Articles of Food, of Naval Stores, and of Materials of Manufactures. All the Articles so imported, except perhaps Tobacco and Grain, can be obtained from other Foreign Countries, at as low a price, and in as great perfection.

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When these States were British Colonies, the Government of this country granted them favours on account of its Connection with them, and encouraged the Importation into Great Britain of many sorts of merchandize produced by them, by allowing them to be imported, either free of duty, or by making them subject to lower duties, than were paid on the like articles imported from Foreign Countries. Since these countries were declared Independent, Great Britain has continued all the distinctions, to which they were before entitled in favour of several sorts of merchandize, except as far as relates to Oil, and the produce of their Fisheries: And in all other respects, the Imports into this Kingdom from the United States are put on an equal footing with those of the most favoured European Nation, except such nations only, with whom Great Britain has made Commercial Treaties, founded on reciprocal advantages. It has been shewn in a former part of this Report, what the amount of the several before mentioned distinctions is: If they were abolished, it is probable that the Imports from the United States would suffer a still greater reduction; and it may well be doubted, whether any other sufficient market could be found for the sale of many of those articles, which are now brought from thence to Great Britain. Even at present, great quantities remain on hand after plentiful crops: And this consideration has induced some persons to think that the Commerce of the United States will in future decline, unless they can produce new staples proper for the European market.

Tobacco is at present the most important staple of the United States. The Commerce of this Article is still of benefit to Great Britain, though the Import of it has been greatly diminished since the War. This diminution is owing to the loss of the monopoly, which we enjoyed before the War, when the Tobacco of these countries could, by the laws then in force, be imported only into Great Britain: and yet by continuing higher Duties on the Tobacco

Tobacco imported from other countries, Great Britain still gives to the United States a monopoly against herself in the Import of this Article. If the Tobacco of all Countries was made subject, on importation, to equal duties, this commodity would be imported from the East Indies, from the Spanish and Portuguese Colonies in America, either through Spain and Portugal, or through the British Islands in the West Indies; and in a short time, it would probably be imported from the populous settlements now forming on the banks of the Ohio and Mississippi, where Tobacco of the best quality is said to be produced: Great Britain would thereby obtain a greater variety of assortments, and her Trade in Tobacco would be considerably augmented.

Corn is another Staple Article. It is only in years of general scarcity that Great Britain has occasion to import from the United States Corn for the consumption of its Inhabitants. At all other times, the surplus quantity, which may be wanted for food, can be obtained, either from Ireland, from the Province of Quebec, or from foreign European countries. It is certainly, however, advantageous to the Commerce of Great Britain, to encourage the importation of Tobacco, Corn, and Rice, and all other articles into this country as a deposit: But it may be doubted, whether we do not counteract this policy, by encouraging the importation of any of these articles from the United States, in a manner that discourages the Import of them from foreign countries. The British Merchant will certainly be able to purchase all these commodities at a cheaper rate; and thereby to improve his trade in them, by having a greater number of markets, to which he can resort upon equal terms for the purchase of them.

After mature consideration of the foregoing circumstances, the Committee think that, under this head, there is but one proposition,
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to which the Government of Great Britain can safely give its assent in any Negotiation for a Commercial Treaty with the United States, viz.

That no higher duties shall at any time be imposed by the British Legislature on any Merchandize, the production or manufacture of the United States, imported from thence into Great Britain, than are now payable on the like article, imported from the most favoured European Nations, even from France and Holland, according to the Commercial Treaties now subsisting with these powers.

It will not be proper even to make this concession, unless the United States will, in return, agree to stipulate, that the Imports into the United States from Great Britain shall, in like manner, continue on the footing of the most favoured Nation, as before proposed.

The Committee do not think it advisable that the Government of Great Britain should bind itself to continue, even for a limited time, the distinctions hitherto made in favour of certain Sorts of the Merchandize of the United States, imported into this country. Great Britain may find it for her interest, in her Negotiations with other Foreign Powers, to make the Duties on Goods imported from those Countries the same, as on the like sort of Goods imported from the United States, either by reducing the Duties now payable on their Importation from other Foreign Countries, or by raising the Duties now payable on their Importation from the United States. It is not, however, the opinion of the Committee, that the present system should be disturbed, unless in cases, where it is evident that some alteration is necessary for the general Improvement of the Commerce of Great Britain.

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The Commerce carried on with the United States, consisting for the most part of an exchange of British Manufactures for Naval Stores, and Raw Materials, is entitled to some favourable distinctions, (though not perhaps to the present extent), where such distinctions do not interfere with the attention, which Great Britain is bound to pay to other more essential Interests, or with the Justice which she owes to other Foreign Nations in alliance with her.

It is proper also to observe, that this Commerce is carried on with British Capitals in a much greater degree, than the Commerce carried on with any other Foreign Country; and in all Commercial Matters, the Merchants of Great Britain continue still to have a close Connection with the Subjects of the United States; so that any great and sudden Change would be severely felt by those who, under the Faith of the System, adopted by the British Government since the Declaration of Independence, have engaged again in this Branch of Commerce, and embarked their property in it. Any Change, which may be made, should be gradual: And there will be less Ground of Complaint, if it can be so contrived, that without Detriment to the public Revenue, the Duties on Goods, imported from other Foreign Countries, should be reduced to the level of those, now payable on the like Sorts of Goods, imported from the United States, and that these last Duties should in no case be augmented.

The Committee will consider in the next place the Commerce carried on by the remaining British Colonies in America and the British Islands in the West Indies, with the countries belonging to the United States.

This Branch of Commerce is certainly diminished since the last war. The Committee have not been able to obtain an accurate

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Account

Account of it. The Imports into our Colonies and Islands from the United States, consist of several sorts of Provisions,—and of Staves, Lumber, and all sorts of Timber fit for building, none of which are subject to any Duty; and consequently no accurate Account can be obtained of the Quantity of each Sort so imported: It is evident, however, from the great Diminution in the Shipping employed in this Branch of Commerce, that these Imports must have greatly diminished.—The Exports from the British Islands in the West Indies to the United States, consist principally of Sugar, Rum and Coffee.—The following Account will shew the Quantities of each of these Articles annually exported to the United States before and since the War on an average.

				Before the War.	Since the War.
				Gallons.	Gallons.
Rum	-	-	-	2,559,664	1,653,609
				Cwt.	Cwt.
Sugar	-	-	-	46,943	31,167
				Cwt.	Cwt.
Coffee	-	-	-	3,246	2,063

Though this Branch of Trade has diminished both in Imports and Exports, a proportionable Increase has thereby been produced in the Commerce carried on between the British Islands in the West Indies, and the Colonies remaining to Great Britain in North America, and between the said Islands and Great Britain and Ireland. This Increase is evident, from the increased quantity of shipping employed in these different Branches of Trade, as before stated. It has already been mentioned that, immediately after the Peace, the Commercial Intercourse between the remaining British Colonies and Islands, and the Countries belonging to the United States, was regulated by Your Majesty's Order in Council, and that

that it is now regulated by Act of Parliament. This Commerce, with respect both to Imports and Exports, is left nearly upon the footing on which it stood before the War, except that Salted Provisions, and the Produce of the Fisheries of the United States, are not allowed to be imported from thence into the British Colonies and Islands.

With respect to this Branch of Commerce, it may be proper for Great Britain to make the following Proposition in any Negotiation for a Commercial Treaty with the United States, viz.

That the Commercial Intercourse between the remaining British Colonies in North America, or the British Islands in the West Indies, and the Countries belonging to the United States, as far as relates to Imports and Exports, should continue on the present footing for a limited Number of Years.

The Committee think that it would not be advisable for Great Britain to enter into any Engagement on this Subject for an unlimited Number of Years. It has been found by Experience, that the British Islands in the West Indies become every Year less in want of the Provisions and Lumber, which they have hitherto obtained from the Countries of the United States: And a considerable quantity of Provisions is now produced in some of these Islands, particularly in the Island of Jamaica.—Both Provisions and Lumber are now sent to a large Amount from Great Britain, as well as from the remaining British Colonies in America, and Provisions from Ireland: And it cannot be doubted, that the Provisions and Lumber, imported from the United States into the West India Islands, tend to diminish the immediate Intercourse, as well between these Islands and the British Dominions in Europe, as between the said Islands and the remaining British Colonies in America.—Whether it may ever be proper, all circumstances considered, to put further Restraints

on the Imports from the Countries belonging to the United States into the West India Islands, is a point, which it is not necessary at present to decide. The Policy of Great Britain, in this respect, will depend on future Contingencies: but it would be improper, by any Stipulation in a Commercial Treaty, to relinquish for ever the Right of taking this Subject into Consideration, as occasion may require.

The Committee will now proceed to the Second Head,

NAVIGATION.

The Ships of the United States, coming to the Ports of Great Britain, have hitherto been permitted by the British Government to continue upon the same footing as before the War. They do not pay the Alien's Duty; though the Ships of all other Foreign Nations pay it, as before mentioned: They pay, however, Trinity Dues, Light House Duties, and Pilotage, as Foreign Ships, in all the Ports of Great Britain, except London, where they still continue to pay these only as British Ships.

The only Restriction, which the Government of Great Britain has put on the Ships of the United States, since the said States were declared independent, is in the Trade carried on by them with the British Colonies in America, and the British Islands in the West Indies; in the Commercial Intercourse with these Colonies and Islands, the Ships of the United States are now treated as the Ships of all other Foreign Nations, and are not allowed to import or export any Merchandise whatever.

In a former part of this Report, an Account has been given of the Distinctions made, to the Disadvantage of British Ships, in the Commerce with the United States, both before and since the Establishment

blishment of the new foederal Government. These Distinctions consisted, either of higher Tonnage Duties on British Ships than on other Ships, or of higher Duties on Goods imported in British Ships than in other Ships. It has been stated, that the Tonnage Duties, imposed by the Legislatures of the several States before the Establishment of the new foederal Government, were, upon an Average, 2 s. 3 d. per Ton more than were imposed on Ships of the United States : And that the Difference of Duties on Goods, imported in a British Ship, was then 2 per Cent. on their value more, than the Duties on the like Goods imported in Ships of the United States : So that a British Vessel of 200 Tons would pay for each voyage 22l. 10s. Tonnage Duty ; and for a cargo of the value of 2,000l. Sterling, 40l. Import Duty more than a Ship of the United States of the same Tonnage, and laden with Goods of the same value.

It has also been stated, that the Tonnage Duty, imposed by the present Congress, on British or other Foreign-built vessels, is 2 s. per Ton more, than is imposed on Ships of the United States ; so that this Distinction is less by 3 d. per Ton, than was imposed on British Ships by the Legislatures of the several States, previous to the Establishment of the new foederal Government.

It has also been stated, that, by an Act of the present Congress, it is required that there shall be paid for the Cargoes, imported in British or other Foreign Ships, an Addition of 10 per Cent. of the Duties, payable on the like Goods imported in a Ship of the United States. The Merchants of Glasgow estimate this Duty to be $\frac{3}{4}$ per Cent. on the value of the Cargo, and consequently $1\frac{1}{4}$ per Cent. less than the Distinction made in this respect by the Legislatures of the several States before the Establishment of the new foederal Government ;

ment; so that a British Ship of 200 Tons will now pay for each Voyage 20 l. Tonnage Duty, and for a Cargo of the Value 2,000 l. Sterling, 15 l. Import Duty, more than a Ship of the United States of the same Tonnage, and laden with Goods of the same Value.

The Lords of the Committee have thought it right to bring these Facts and Calculations once more under the View of Your Majesty, in order to shew that the Distinction in Tonnage and Import Duties, now made between a British Ship, and a Ship of the United States of the same Burthen, and laden with a Cargo of Merchandise of the same Sorts and Value, is about Five Twelfths less than it was before the Establishment of the new fœderal Government.

There is at present no Distinction between British-built Ships and other Foreign-built Ships.—Ships built in the United States, and owned in part by Foreigners, pay 20 Cents, or 10 d. per Ton less Duty than Foreign-built Ships, when they are employed in the Over-Sea Trade, between the United States and Foreign Countries: In the Coasting Trade, British Ships pay the same Tonnage Duty as other Foreign-built Ships. The Effects produced by the Distinctions made by the Government of the United States (even when they were five-twelfths more than they are at present) upon British and American Navigation, are shewn in the Table prepared for that purpose, and inserted in a former part of this Report: It will be there seen, that the Navigation of Great Britain, notwithstanding all those Distinctions, has, upon the whole, greatly increased since the War:—It will there also be seen that, of Six different Branches of Freight, in which the Vessels belonging to the Inhabitants of the Countries, now forming the United States, had a considerable Share before the War, there are Five, of which they are now wholly deprived; And, in the Sixth or remaining Branch of Freight, viz. “ in the direct Commerce carried on between Great Britain and the United States,”
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they retain little more than the same Proportion they enjoyed before the War, though they have endeavoured, in the manner before stated, to favour their own Navigation, and depress that of Great Britain.

It is certain also, that the Ships of Great Britain enjoy other Advantages sufficient, in a great measure, to compensate the unfavourable Distinctions before mentioned :

First—The Premium of Insurance on a Ship of the United States, bound to and from America, is much greater than the Premium on a British Ship :

Secondly—The Difference between the Port Charges of all Descriptions, such as Trinity-Dues, Light-House Duties, and Pilotage, paid in the Ports of Great Britain, (though various according to the Ports at which the Ship arrives,) is in every one of them very much in favour of a British Ship :

Thirdly—The Ships of Great Britain derive a considerable advantage from having a more universal and extended Navigation, while the Navigation of the United States is more confined, as their Ships are not permitted to trade to the British Islands in the West Indies, and cannot venture with safety into the Mediterranean, or to the Southern parts of Europe, for fear of the Barbary Corsairs.

But though these Advantages may perhaps compensate the Distinctions made by the United States to the disadvantage of British Ships ; yet it does not follow that no measures ought therefore to be pursued by the Government of Great Britain in support of the Shipping Interest of this Country, so as to counteract the unfavourable Distinctions to which British Ships are now subject.—As the security of the British Dominions principally depends on the greatness
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of Your Majesty's Naval Power, it has ever been the Policy of the British Government, to watch with a jealous eye every attempt, that has been made by Foreign Nations to the Detriment of its Navigation: And even in cases where the Interests of Commerce, and those of Navigation, could not be wholly reconciled, the Government of Great Britain has always given the preference to the Interests of Navigation; and it has never yet submitted to the imposition of any Tonnage Duties by Foreign Nations on British Ships trading to their Ports, without proceeding immediately to Retaliation.

In the year 1593, during the reign of Queen Elizabeth, the State of Venice, (which was then one of the first maritime Powers of Europe,) made a distinction to the disadvantage of English Ships in the Duties on Merchandize imported into, or exported from, the Venetian Territories: Queen Elizabeth, in a Charter she at that time gave to the Turkey Company, forbid, for the twelve years, during which the said Charter was to continue, the Importation into England of Currants, or the Wine of Candia in Venetian Ships, upon forfeiture of the said Ships and their Cargoes, unless the State of Venice should think fit to abolish the distinction before-mentioned to the Disadvantage of the Ships of England:—And in the year 1660, when the Government of France imposed a Duty of 50 Sols per Ton, payable in the Ports of that Kingdom, upon the Shipping of all Foreign Nations, including therein the Shipping of Great Britain, the Legislature of this Country by the *12th Cha. 2. ch. 18.* immediately imposed, by way of Retaliation, a Duty of 5 Shillings per Ton on all Vessels belonging to the Subjects of France, which should trade to the Ports of this Kingdom, and enacted, that this Duty should continue to be collected as long as the Duty of 50 Sols per Ton, or any Part thereof, should be charged

charged on British Ships trading to the Ports of France, and three months longer.

As a further inducement to the Government of Great Britain to pay due attention to the System of Policy, which the Congress of the United States appear now to have in view, the Committee think it right to suggest, that, if the British Legislature acquiesce in the Distinctions already made by the present Congress without Remonstrance, the Congress of the United States may, in a future Session, be encouraged to increase these Distinctions, so as to make them, in the end, effectual for the purpose, for which they are intended. The House of Representatives, in the two last Sessions of Congress, have certainly had such a Measure in Contemplation: In the last Session they proceeded so far in it, that a Resolution was passed, and a Bill was twice read for that purpose: The Members, returned from the Northern States, strongly supported this Measure; those of the Southern States resisted it, as being contrary to their Interests: The more moderate Members, both of the Senate, and House of Representatives, thought the time was not yet arrived, when they might venture with safety to take a step of this Importance.

Four Modes of Retaliation have been suggested to the Committee: *First*—It has been proposed to follow the spirited Example of the Government of this Country in the Reigns of Queen Elizabeth and Charles II.; and with this view to impose (as by the 12 *Ch. 2. c. 18.*) on the Ships of the United States, coming to this Country, a Tonnage Duty equivalent to the Distinctions made to the Disadvantage of British Ships trading to the Ports of the United States: But it may be doubted, whether the Precedents, which are urged in support of this direct Mode of Retaliation, can properly be applied to the present Case. The Trade, which Great Britain carries on with the

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United States, is certainly of a very different Nature from that, which was carried on with the State of Venice in the Reign of Queen Elizabeth, or with the Kingdom of France in the Reign of Charles II.: The present Trade of the United States consists principally of an Exchange of British Manufactures for Naval Stores and Raw Materials:—The Trade with Venice and France, at the Periods before mentioned, was directly the reverse: Great Britain then imported from both these Countries Manufactures or Articles of Luxury, which were paid for principally by Returns in Raw Materials.—The Woollen Manufacture was then the only one we possessed: Any Restraint put on a Trade of this last Description, by way of Retaliation, could, in no Event, be very detrimental to the Interests of this Country; it might even operate for its Benefit: But a Restriction of the Nature before mentioned, put on the present Commerce with the United States, would tend to confine this Trade to so much of it, as can be carried on in British Ships only, or to the Importation of so much of the several Articles of which it consists, as may be necessary for our own Consumption, and would prevent their being brought here as a Place of Deposit, at least by American Ships.—These Ships would, in such case, find it their Interest to carry their Cargoes directly to other Foreign Countries.

It is the Opinion of some of the Merchants and Ship Owners, who have been consulted, that, even in the present State of this Trade, not only the Ships of the United States, but British Ships have too many Inducements to carry those bulky Articles to Foreign Ports, instead of bringing them to the Ports of Great Britain as a Place of Deposit; and that to this Circumstance it is to be imputed, that our Trade in Tobacco and Rice has since the War declined in the Manner before stated: And it is proper to add, that any Measure which induces the American Merchant to carry his Commodities

ties to foreign Markets, instead of bringing them to Great Britain, may have the effect of diminishing, in return, the Export of British Manufactures to the Countries of the United States.

The *second* mode of Retaliation is, that a Duty be imposed on all Manufactures or Merchandize laden in the Ports of Great Britain, on board the Ships of the United States, for the purpose of being carried to the Countries of the said States, equivalent to the distinctions made to the disadvantage of British Ships trading to the Ports of the United States.—This Proposition, which is made by the Merchants and Ship Owners of Liverpool, will, if adopted, have this bad effect, that the Manufactures and Merchandize of Great Britain sent from hence to the United States in British Ships, or in Ships of the said States, will pay, either here, or in America, higher Duties, than will be payable on the like Goods, imported into the United States from other Foreign Countries, in Ships belonging to Subjects of the said States: and if Congress should in future raise the Duties on these Manufactures and Merchandize imported in British Ships, or should make the distinctions in the Tonnage Duties greater than they are at present, it will be necessary for Great Britain, in pursuing this line of policy, to impose equivalent Duties on British Manufactures and Merchandize exported in American Ships; so that, in the end, the Manufactures and Merchandize, sent from this country, might be wholly excluded from the American Market, to the benefit of the Trade of other Foreign Countries.

The *third* mode of Retaliation is, that the Government of Great Britain should allow a Bounty on British Ships, trading to the Ports of the United States, in proportion to their Tonnage and Cargo, equivalent to the distinctions made to the disadvantage of British Ships trading to the said Ports. If this Proposition is adopted, the

Legislature of Great Britain will be under the necessity of raising this Bounty on British Ships and their Cargoes, in proportion as Congress shall at any time increase the distinctions already made to the disadvantage of British Ships, trading to the Ports of the United States:—And Congress will thus have it in its power to impose a charge on the Revenues of Great Britain by the very same measure, which lays a burthen on the Commerce of Great Britain, and increases the Revenue of the United States.

The *fourth* mode of Retaliation is, that a Duty be imposed on the Merchandize of the United States, imported into this Country in Ships of the said States, equivalent to the distinctions made to the disadvantage of British Ships, trading to the Ports of the United States.—This Proposition, taken in its full extent, is liable to all the Objections that have been stated against the first mode of Retaliation: These Objections it is not necessary here to repeat.

The Merchants and Ship-Owners of Liverpool appear disposed to proceed to immediate Retaliation. They think that this mode of proceeding will lead to a Negotiation, and oblige Congress to consent to reasonable terms. They alledge, but without sufficient foundation, that the Act of the present Congress, which makes a distinction, to the disadvantage of British Ships, to the amount of 10 per cent. of the Duties payable on goods imported in them, bears harder upon British Ships, than any of the distinctions enacted in the Laws of particular States before the establishment of the present federal Government: And they add, that the distinctions before-mentioned will prevent British Ships from obtaining freights, while there are Ships of the United States ready to receive them.

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The Merchants and Ship-Owners of London, Bristol and Glasgow are of opinion, not to proceed to immediate Retaliation.—They think, that it will be adviseable to endeavour first, by Negotiation, to remove the present unfavourable distinctions ; but if Justice cannot in this way be obtained, that it will be necessary, in the end, to proceed to Retaliation:—It is clear therefore, that all these Merchants look forward, in certain contingencies, to a measure of this nature.—The Committee thought it right, on this account, to state all the modes of Retaliation, which have hitherto been proposed to them, and the Objections which may be urged against each of these Modes.

After mature consideration of this very difficult part of the subject, the Lords of the Committee will venture humbly to suggest, that, if at length it shall be found absolutely necessary, for the support of the Navigation of this Country, to proceed to some measure of Retaliation, the best that can be adopted is—to impose upon Tobacco and Rice, the produce of the United States, imported in the Ships of the said States for the consumption of Great Britain, and upon such other articles, the produce of the said States, as can be obtained from other Countries at as low a price, and in as great perfection, imported in the Ships of the said States for the like purpose, a higher Duty than shall be payable on the like articles, imported from thence in British Ships, or from other Foreign Countries—to allow all such articles to be imported from the countries of the said States, for the purpose of being warehoused, subject to the present Duties, even in Ships belonging to the United States—and to grant a bounty of 15 s. per hoghead on Tobacco, imported in British Ships, on being taken out of the warehouse for exportation.

It will be proper also, in such case, to make the Ships of the United States subject to the Aliens Duty, in the same manner as
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other Foreign Ships.—It is apprehended that this last Measure must at all Events be adopted; for there is reason to believe, that other Foreign Nations will not patiently submit to this Distinction, if the Ships of the United States continue to be exempted from it: and it would be highly impolitic in Great Britain to give up this Duty in all cases, as it certainly affords essential Protection to the Shipping Interest of this Country, in the Trade carried on with some of the Northern Nations of Europe.

The Committee think, that the Mode of Retaliation, before suggested, will effectually answer all Purposes, for which it is intended; and it is probable that the Members of Congress, who represent the Southern States, being sensible how much it will tend to diminish the Sale of their Staple Commodities, will be thereby induced to resist any violent Measures, to which the Members of the Northern States might on this Account be inclined; and that a Majority of Congress will by this means be brought to consent to a fair and reasonable Settlement of this Business.

The Committee are of opinion, that this Mode of Retaliation will not, in any material degree, injure the Commerce of Great Britain, at the same time that it will protect and support its Navigation.—It will not raise the Price of the before mentioned Articles, imported from the United States for the Consumption of this Country, as a sufficient Quantity may be imported in British Ships for that purpose; and, by encouraging the Importation of the like Articles from other Foreign Countries, it may tend even to diminish the Price of them at the British Market.

It is clear also, that this mode of Retaliation will not tend to prevent the Importation of any of those Articles from the United States
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into this Country, as a Place of Deposit, even in the Ships of the said States : It lays no new Burthens on these Articles imported for that Purpose in such Ships ; and it proposes to give a Bounty on Tobacco, imported in British Ships, whenever it shall be taken out of the warehouse for re-exportation : This measure may perhaps have the Effect of restoring the Trade of Tobacco to the flourishing State, in which it was before the War, when this Commodity was necessarily brought from the United States to Great Britain, before it could be carried to Foreign Countries.

A Bounty of 15 s. per Hoghead will probably be sufficient to answer the end, for which it is proposed to be given.—The Merchants of Glasgow estimate the Charges of landing and re-shipping a Hoghead of Tobacco in the Ports of Great Britain, and the Freight and Insurance of it from Great Britain to the Ports of Holland and Germany, from 15 s. to 20 s. per Hoghead.

Whether the beforementioned Bounty may not be too heavy a charge on the Revenue of Great Britain, it belongs not to this Committee to decide : They will only observe that the Importation of Tobacco into Great Britain, since the War, is about 50,000 Hogheads less than it was before the War.—If it is supposed that the Bounty of 15 s. will be paid even on 60,000 Hogheads, it will amount to 45,000 l. per annum.—But the Merchants of Glasgow alledge, that a Ship of about 200 Tons, going to a Foreign Port, expends therein not less, on an average, than 4 or 500 l. in every Voyage, which is a Gain to the Foreign Port, and a Loss in equal Proportion to the Ports of Great Britain : And it is certain, that the Duties, which are now paid in every such Foreign Port upon the Cordage, Sailcloth, &c. employed in refitting the Ship, and on Wines, Spirits, Beer, Cloth, Candles, &c. consumed by the Crew, and by all those, to whom this Business gives

gives occupation, would, if such Ship came to a British Port, be an Addition to the Revenue of Great Britain :—The Merchants also observe, that many of the Seamen, so employed, are in the end lost to this Country ; for, by navigating from one Foreign Country to another, they acquire Foreign Connections, particularly in America, where the English Language is spoken, so that these Seamen no longer retain their natural Attachment to this Country.

The mode of Retaliation before suggested, and particularly the Bounty before proposed, will probably preserve this Country from another Evil now impending, and likely to be very detrimental to its Navigation. The Committee have been informed, that there are Merchants in this Country, who are employing a part of their capitals in building Ships in the United States for the purpose of carrying on their Commerce with the United States in such vessels, and thereby avoiding the unfavourable Distinctions, to which British Ships are now exposed.—Though a project of this Nature is not only detrimental, but even hostile to the Interests of this Country, it is doubtful, whether any legal Provision can be devised, sufficient to prevent it : The only manner, in which it can be effectually prevented is, to make it no longer the Interest of any Inhabitant of Great Britain to venture his Property in such a speculation.

In giving their opinion on this subject, the Committee have thus far principally had in view the direct Navigation between Great Britain and the Countries belonging to the United States.—On the Navigation between the British Islands in the West Indies, as well as the remaining British Colonies in North America, and the Countries now under the Dominion of the United States, the Committee have already made some Observations in the preceding part of this Report : And, in a former Report of the 31st May 1784, They humbly submitted

mitted to Your Majesty their Reasons for not allowing to the Ships of the United States the Privilege of trading to the Ports of Your Majesty's said Colonies and Islands. Your Majesty was pleased to approve of the advice then given:—Many of the Merchants and Planters of the Islands in the West Indies, who formerly resisted this advice, now acknowledge the wisdom of it:—Parliament, by passing an Act for making permanent Regulations, founded on this Report, have given their sanction to the System of Policy therein recommended:—The great Advantages, which have resulted from this Measure, appear in the Accounts stated in the former part of this Report.

After full consideration of all, that has been offered on the subject of Navigation, the Committee think that there is but one Proposition, which it will be adviseable for the Ministers of Great Britain to make on this Head to the Government of the United States, in any Negotiation for a Commercial Treaty between the Two Countries, viz.—That British Ships, trading to the Ports of the United States, shall be there treated, with respect to the Duties of Tonnage and Import, in like Manner, as Ships of the United States shall be treated in the Ports of Great Britain.

If this Principle of Equality is admitted by the Government of the United States, as the Basis of Negotiation, it will be proper then to consider, whether Ships of the United States, trading to the Ports of Great Britain, should not be made subject to the Aliens Duty, as well as other Foreign Ships; and in return that Congress should impose on British Ships, trading to their Ports, some Distinction, equivalent to the Amount of the Aliens Duty; or whether every Distinction of this Nature should not be abolished on both sides.—The Committee have offered, already, some Reasons,
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which induce them to think, that the first of these Alternatives should be adopted.

If Congress should propose to apply the Rule of abolishing all Distinctions to Trinity Dues, Light House Duties and Pilotage, such a Proposition cannot be complied with. These several sorts of Charges are of ancient Establishment, and are the Property of private Persons, or of Corporate Bodies; and the Funds, arising from them, are, in many Instances, applicable to Public Works or Charitable Purposes.—An attempt to equalize them would affect the Interests of many of the Ports of this Kingdom, and alter their relative situations:—In consideration of the Distinction, which Time and Accident have made in all these respects, Docks, Magazines, and other Buildings, have been erected in several Ports of the Kingdom at the charge of Individuals: Any Change of this nature would have the effect of increasing the great advantages, which the Capital of Great Britain already enjoys, in carrying on its Commerce, over many of the other Ports of the Kingdom: And lastly, if this Favour was granted to the Ships of the United States, other Nations would be induced to claim the like Equality, which it is impossible to grant, consistently with the Interests of this Country.

If Congress should propose (as they certainly will) that this Principle of Equality should be extended to the Ports of Our Colonies and Islands, and that the Ships of the United States should be there treated as British Ships, it should be answered, that this Demand cannot be admitted, even as a Subject of Negotiation: By the public Law of Europe, every Nation has a right to regulate the Commerce, which it carries on with its own Colonies, in the Manner that shall appear to be the most conducive to

to the Interest of the Mother Country : In Regulations of this sort, no Foreign Government has any Right to interfere :—This Branch of Freight is of the same Nature with the Freight from one American State to another ; Congress has made Regulations to confine the Freight, employed between different States, to the Ships of the United States ; and Great Britain does not object to this Restriction.—The United States at present enjoy all the Rights and Privileges of an independent Nation ; and, as such, they now have no pretence to claim the Privileges, which they once enjoyed as British Colonies.

If, in the course of this Negotiation, it should be proposed to treat on Maritime Regulations, The Committee are of opinion, that the Government of Great Britain may consent to insert in a Commercial Treaty with the United States, all the Articles of Maritime Law, which have of late been inserted in our Commercial Treaties with other Foreign Powers ; except that any Article, allowing the Ships of the United States to protect the Property of the Enemies of Great Britain in time of War, should on no account be admitted :—It would be more dangerous to concede this Privilege to the Ships of the United States, than to those of any other Foreign Country :—From their Situation the Ships of these States would be able to cover the whole Trade of France and Spain with their Islands and Colonies in America and the West Indies, whenever Great Britain shall be engaged in a War with either of those Powers ; and the Navy of Great Britain would, in such case, be deprived of the means of distressing the Enemy, by destroying his Commerce, and thereby diminishing his Resources.

The Lords of the Committee agree in opinion with the Merchants of London, Bristol and Glasgow, that before any Measure of an ad-

verse Nature is adopted, it is proper, that Attempts should be made by Negotiation to induce the Congress of the United States to consent to some fair and equitable Plan of Accommodation, and to a liberal System of Commerce and Navigation, founded on reciprocal Advantages.—It has been shewn, in a former Part of this Report, that, from the Time that Peace was concluded, and that the United States were acknowledged by Treaty to be independent, the Government of this Country have never taken any hostile Step to mark their Resentment on account of the many oppressive, and even unjust Laws, to which the Merchants of Great Britain were made subject by the Legislatures of the several States, previous to the Formation of the present Fœderal Government.—After an angry Contest of seven Years continuance, it was not to be supposed, that all Resentment would at once be extinguished in the Minds of the People of the United States: In such a State of things, Forbearance, on the Part of Great Britain, in every thing not essential, was a prudent, as well as dignified Line of Conduct: There was reason to hope, that the Spirit, which had produced many of the beforementioned Acts of Commercial Hostility, would in time subside, and that ancient Habits, and the Recollection of former Connections, might bring back the People of these States to a more favourable Disposition to Great Britain:—Circumstances might also occur, which would tend to detach them from their new Connections, and make the People of the Two Countries, though no longer Fellow-subjects, Friends at least, as they were before the War:—The Government of Great Britain has not been wholly mistaken in its Expectations:—The new System adopted by the Congress, is certainly much more favourable to the Navigation and Commerce of this Country, than that, which subsisted under the Laws of particular States; and there can be no doubt, from the proceedings of Congress already stated, and from all that passed in
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their Debates during the Two last Sessions, particularly in the American Senate, that a Party is already formed in favour of a Connection with Great Britain, which, by Moderation on our Part, may perhaps be strengthened and increased, so as to bring about in a friendly way, all the Objects we have in view.—It would indeed be extraordinary, if, after having submitted for the last seven years to a situation more disadvantageous than the present, the Government of Great Britain should at once proceed to Acts of Retaliation, or Commercial Hostility, just at the Time that the Powers, who now govern the United States, appear to be more favourably disposed to this Country :—On the other hand, it would be imprudent to place, as yet, too much Confidence in the supposed Intentions of the new Government, till we have learned from Experience, whether Congress is likely to persist in the Principles, it has hitherto adopted, and will have Influence or Power sufficient to carry the Laws, founded on these Principles, into Execution, through all the different States.

For these Reasons, the Committee are inclined to think, that it may be adviseable for Your Majesty to consent to open a Negotiation with the United States for the purpose of making a Commercial Treaty, especially as Congress appears inclined to this measure: But it will be right, in an early Stage of this Negotiation, explicitly to declare, that Great Britain can never submit even to treat on what appears to be the favourite Object of the People of these States, that is, the Admission of the Ships of the United States into the Ports of Your Majesty's Colonies and Islands: It may be proper also to make them understand, that Great Britain has Measures in view, sufficient for the Protection and Support of its own Commerce and Navigation, in case Congress

gress should proceed to make further Distinctions to the Detriment of these Important Objects, and should refuse to consent to a fair and equitable Plan of Accommodation. The proper Mode of Retaliation, which, in such an Emergency, may be pursued, has already been stated.

There can be no Doubt, that the Commercial Intercourse which at present subsists between Great Britain and the United States, is highly beneficial to both Countries; but it is equally certain, that the United States have much more to apprehend from any Interruption of this Intercourse, than Great Britain has to apprehend from any Restriction, which the Government of the United States may put upon it:—It has been shewn, that the Commerce of these States with the other Nations of Europe has hitherto been of no great Extent; and there are Circumstances, which make the further Augmentation of it very difficult:—It has been shewn also, that the Merchants of Great Britain alone are inclined to run the Risk, and to give the Credit, which are essential to the Support of a Commercial Connection with all newly established Countries:—The Articles which the People of the United States now send to the European Markets are but few, and can be obtained in equal Perfection from other Countries: And it is more likely, that the Demand for them from thence should in future diminish, than increase:—When the Crops of Grain in Europe happen at any Time to fail, the People of the United States will have an Opportunity of exporting (as in the course of last year) great Quantities of Corn to the Markets of Europe; but there is no Trade so precarious as that of Corn; and no System of Foreign Commerce, permanently profitable, can be founded upon it; and new Settlements are forming in the Neighbourhood of the United States, which will soon rival them in this, and in every other

other Staple Commodity, which they produce:—The Fisheries of the United States, once so prosperous, are now greatly declined, because there is no longer any sufficient Market for the sale of the Produce of them; the former Success of these Fisheries is principally to be imputed to the Share, which the Produce of them had before the War in the Markets of the British Dominions:—Since the Peace, the Merchants of the United States have endeavoured, by means of the Cheapness of the Rum, distilled from Molasses, to carry on a Trade to the Coast of Africa, but with little Success:—At the same Time, They launched also into a Trade with the Countries to the East of the Cape of Good Hope, particularly China, which was at first profitable; but this Trade soon found its Limit, and has of late very much declined; the People of the United States have not Wealth sufficient to support any large Consumption of Asiatic Luxuries, so that those, who have engaged in this Trade, now found their Hopes on the Profits to be derived from smuggling these Articles into other Countries:—It must be acknowledged, that the Commercial Inter-course between the United States and the French Islands in the West Indies has of late been greatly increased; and it is also probable, that the Merchants of these States have found Opportunities to open illicit and profitable Connections with the Subjects of the Spanish Dominions in America; but as these Sorts of Commercial Connection, though perhaps encouraged by the People of the French and Spanish Colonies, are highly detrimental to the Interests of their respective Mother Countries, and contrary to the Laws, by which the Commerce of those Colonies has hitherto been regulated, the Continuance of the Advantages, which the People of the United States may derive from these Sources of Wealth, must be precarious, and will depend on Circumstances.—Such is the present State of the Commerce of the United States; the Lords of the Committee have
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thought it right thus to collect these Considerations, which have been stated more at large in the former Parts of this Report, and to bring them once more under the view of Your Majesty, in order to shew that Your Majesty may safely resist any unreasonable Pretensions, but not to prevent a Commercial Arrangement with the United States, founded on Terms which are consistent with the essential Interests of the Commerce and Navigation of the British Dominions.

*Accounts received since the Report was printed, with
Observations on them.*

FIRST ACCOUNT.

THE following Abstract of the Exports from the Countries belonging to the United States of America, from August 1789 to the 30th September 1790, was received after the foregoing Report was printed.—It contains an Account of the Exports from the said States for about thirteen Months, amounting in Value to 20,415,966 Dollars 84 Cents, which, estimating the Dollar at 4s. 6d. is equal to £ 4,593,592 Sterling.—For twelve Months, or one Year, the Export therefore would amount to £ 4,240,239.—But the Amount of the Exports from the United States for this Year, is probably considerably more than in a common Year.—The great Want of Grain in Europe during the latter Part of the Year 1789 and the Beginning of 1790, occasioned a vast Export of Grain from the Territories of the United States, so as to raise the Price of Wheat and Flour in those Countries to nearly double, what it is in an ordinary Year.—The great Increase of Exports from the United States during the beforementioned Period is proved by the State of the Exchange.—The Par of Exchange with Philadelphia is $66\frac{2}{3}$ per Cent. From the Year 1783, this Exchange had been, upon an Average, at about 70, which is between 3 and 4 per Cent. above Par. From November 1789, when the great Export of Grain commenced, the Exchange began to fall, first to 50, than to 45; and, at last, to as low as 40; because there were then Bills on this Country in great Plenty, and the Balance of Trade between Great Britain and Philadelphia (which is usually in Favour of Great Britain) was, during that Period, in favour of Philadelphia, owing to the unusual Export of

O

Grain :

Grain : But in the Month of July 1790, when the Export of Grain from the United States began to decline, the Exchange rose again to Par, and is likely soon to be above Par, as it was before November 1789.

It appears, by this Abstract, that the Exports from the United States to the Dominions of Great Britain are nearly one Half of the Whole of their Exports.—To the Dominions of France, the Exports of the United States during this Period were less than one Half of the Exports to the Dominions of Great Britain ; and it is probable, that the Increase of the Exports to the French Dominions, above the Common Average, was greater during this Period, than the Increase of the Exports to Great Britain, or to any other Country, as the Dearth of Corn in the Years 1789 and 1790 affected France much more than any other European Nation. It was less felt in Great Britain than in any Country, with which the United States have a Commercial Intercourse.—About this Period also, the Government of the French Islands, by Regulations of their own, first opened their Ports, almost without Restriction, to the Importation of Lumber, Fish, Grain, Live Stock, and Provisions, from the United States, contrary to the Interests and Intentions of the Mother Country.—It appears, that the Value of the Lumber, Fish, Grain, Live Stock, and Provisions, exported from the United States during this Period, amounted to 10,968,049 Dollars, or £ 2,467,811 : 0 : 6 Sterling, being more than one Half of the Whole of their Exports.

It is singular, how small the Value is of the Produce of the Whale Fishery exported from the United States : It amounts only to 252,591 Dollars, or £ 56,832 : 19 : 6 Sterling.

This Abstract does not distinguish the Exports to the several Nations of Europe, from the Exports to their respective Colonies ; so that it is impossible to determine what Proportion the first bears to the latter.

*Letter from the Secretary of the Treasury of the United States,
transmitting to the House of Representatives an Abstract of the
Exports of the United States from August 1789 to the 30th of
September 1790.*

" S I R,

" TREASURY DEPARTMENT,
" February 15, 1791.

" I DO myself the Honor to transmit through you to the House
" of Representatives, a general Return of the Exports of the United States,
" abstracted from Custom-House Returns, commencing on the various
" Days in August, 1789, whereon they were respectively opened, and
" ending on the 30th of September last. From inadvertence in some of
" those Offices, the Space of Time prior to the 1st of October, 1789, was
" blended with the Quarter following, which prevented an uniform Com-
" mencement of this Abstract on that Day; and there is yet a Deficiency
" of many of the Returns for the last Quarter of the Year 1790, which
" confines the Abstract to the 30th of September last. The Progress which
" was made in this Form of Statement of the Exports, prior to the Order
" of the House, and the Impossibility of having it completed in the Form
" directed by them before the fourth of March next, have occasioned me
" to offer it in its present Shape.

" I am, &c.

" ALEXANDER HAMILTON,
" Secretary of the Treasury.

" To the Honorable the SPEAKER
" of the House of Representatives of the United States."

ABSTRACT of the EXPORTS of the UNITED STATES, from
the Commencement of the CUSTOM-HOUSES in the several States,
which were at different Times in August, 1789, to the 30th
Day of September, 1790.

<i>Species of Merchandize, EXPORTED.</i>			<i>Quantity.</i>	<i>Value.</i>
				Dollars. Cts.
ASHES Pot,	-	tons	7,050 : 10	661,634
Ashes Pearl,	-	do.	1,548 : 55	177,459 : 50
Apples,	-	barrels	5,898	6,318
Boats,	-	-	8	372
Bomb Shells,	-	tons	10	100
Bricks,	-	-	870,550	2,617 : 50
Beer and Porter,	-	casks	472	4,612
Brandy,	-	do.	97	3,016
Cordials,	-	boxes	236	637
Cordage,	-	-	-	5,739
Carriages,	-	-	220	28,017
Candles Tallow,	-	lbs.	149,680	14,876
Candles Wax,	-	do.	5,274	2,461
Candles Myrtle,	-	do.	249	52
Cyder,	-	barrels	442	849
Cotton,	-	bales	2,027	58,408
Coffee,	-	lbs.	254,752	45,753
Chocolate,	-	do.	29,882	3,537
Cocoa,	-	do.	10,632	950

Species of Merchandize, EXPORTED.			Quantity.	Value.	
				Dollars.	Cts.
Cassia and Cinnamon,	do.		9,392	9,715	
Deer Skins,	-	-	-	33,009	
Duck American,	-	bolts	77	777	
Duck Russia,	-	do.	220	2,200	
Earthen and Glass Ware,			-	1,990	
Essence Spruce,		boxes	115	600	
Flax Seed,	-	casks	40,019	236,072	
Flax,	-	lbs.	21,970	1,468	
Furs,	-	-	-	60,515	
Furniture,	-	-	-	8,351	
FISHERY.					
Fish dried,	-	quintals	378,721	828,531	
Fish pickled,	-	barrels	36,804	113,165	
Oil Whale,	-	do.	15,765	124,908	
Oil Spermaceti,	-	do.	5,431	79,542	
Candles do.	-	lbs.	70,379	27,724	
Whale-Bone,	-	do.	121,281	20,417	
GRAIN.					
Buck-Wheat,	-	busshels	7,562	2,572	
Corn,	-	do.	2,102,137	1,083,581	
Oats,	-	-	98,842	20,900	
Rye,	-	do.	21,765	13,181	
Wheat,	-	do.	1,124,458	1,398,998	

<i>Species of Merchandize, EXPORTED.</i>			<i>Quantity.</i>	<i>Value.</i>	
				Dollars.	Cts.
Genseng,	-	casks	813	47,024	
Gun-Powder,	-	lbs.	5,800	861	
Gin,	-	gals.	18,025	16,989	
Grindstones,	-	-	203	450	
Hair-Powder,	-	lbs.	12,534	1,687	
Hats,	-	-	668	1,392	
Hay,	-	tons	2,126	12,851	
Horns,	-	-	-	1,052	
Ironmongery,	-	-	-	7,878	
Iron Pig,	-	tons	3,555	91,379	
Iron Bar,	-	do.	200	16,723	
Indigo,	-	lbs.	612,119	537,379	
LIVE STOCK.					
Horned Cattle,	-	-	5,406	99,960	
Horses,	-	-	8,628	339,516	
Mules,	-	-	237	8,846	
Sheep,	-	-	10,058	17,039	
Hogs,	-	-	5,304	14,481	
Poultry,	-	doz.	3,704	6,263	
LUMBER.					
Staves and Heading,	-	-	36,402,301	463,229	
Shingles,	-	-	67,331,115	120,151	

<i>Species of Merchandize,</i> EXPORTED.			<i>Quantity.</i>	<i>Value.</i>
				Dollars. Cts.
Shook Hogheads,	-		52,558	32,002
Hoops,	-		1,908,310	19,598
Boards,	-		46,747,730	260,213
Handspikes,	-	doz.	2,361	1,505
Casks,	-		2,423	3,697
Scantling,	-	feet	8,719,638	95,308
Lumber of different Kinds, do.	-		-	128,503
Timber of ditto,	-	do.	-	139,328
Leather,	-	lbs.	22,698	5,302
Logwood,	-	tons	264	3,911
Lignumvitæ,	-	do.	176	1,760
Lead and Shot,	-	do.	6	810
Mahogany,	-		-	18,531
Medicine and Drugs,	-		-	1,735
Merchandize,	-		-	28,156
Molasses,	-	gallons	15,537	3,904
Muskets,	-		100	500
Nankeens,	-	bales	11	2,315
Oil Linseed,	-	barrels	119	1,962
PROVISIONS.				
Flour,	-	barrels	724,623	4,591,293
Bread,	-	ditto	75,667	209,674

<i>Species of Merchandize,</i> EXPORTED.			<i>Quantity.</i>	<i>Value.</i>	
				Dollars.	Cts.
Meal,	-	ditto	99,973	302,694	
Peas and Beans,		busbels	38,752	25,746	
Beef,	-	barrels	44,662	279,551	
Pork,	-	ditto	24,462	208,099	
Hams and Bacon,		lbs.	253,555	19,728	
Butter,	-	firkins	8,379	48,587	
Cheese,	-	lbs.	144,734	8,830	
Potatoes,	-	barrels	5,318	6,009	
Tongues,	-	do.	641	1,598	
Onions, Vegetables,	-	-	-	22,936	
Hogs Lard,	-	firkins	6,355	31,475	
Honey,	-	do.	165	990	
Oysters pickled,	-	kegs	272	272	
Pimento,	-	bags	715	4,928	
Pepper,	-	lbs.	6,100	1,440	
Paper,	-	reams	169	381	
Paint,	-	lbs.	4,650	963	
Pitch,	-	barrels	8,875	17,488	
Raw Hides,	-	-	230	485	
Raw Silk,	-	lbs.	177	489	
Rosin,	-	barrels	316	778	
Rice,	-	tierces	100,845	1,753,796	

<i>Species of Merchandize,</i> EXPORTED.		<i>Quantity.</i>	<i>Value.</i>
			Dollars. Cts.
Rum American,	gallons	370,331	135,403
Rum West-India,	ditto	12,623	5,795
Raifins, - -	casks	213	1,205
Salt, - -	busbels	31,935	8,236
Sago, - -	lbs.	2,319	455
Soap, - -	boxes	597	3,967
Snuff, - -	lbs.	15,350	5,609
Seeds and Roots, - -	-	-	2,135
Shoes and Boots, -	pairs	5,862	5,741
Saddlery, - -	-	-	5,541
Starch, - -	-	-	1,125
Sugar Loaf, -	lbs.	16,429	3,432
Sugar Brown, -	do.	33,358	2,237
Saffafras, -	do.	49,504	555
Steel, -	bundles	163	978
Stones sawed, -	-	170	550
Tallow, -	lbs.	200,020	20,722
Tobacco, -	hhds.	118,460	4,349,567
Tea, -	chefts	1,672	121,582
Tar, -	barrels	85,067	126,116
Turpentine, -	do.	28,326	72,541
Ditto Spirits, -	do.	193	1,032

<i>Species of Merchandize, EXPORTED.</i>			<i>Quantity.</i>	<i>Value.</i>	
				Dollars.	Cts.
Tow Cloth,	-	pieces	67	1,274	
Vinegar,	-	casks	24	106	
Wines,	-	pipes	1,074	83,249	
Wax,	-	lbs.	231,158	57,597	
				20,194,794	
To the North-west Coast of America				10,362	
Amount of several Returns received since the 15th } February, 1791,				210,810	: 84
Total,				20,415,966	: 84

RECAPITULATION.

			Dollars.	Cts.
Provisions,	-	-	5,757,482	
Grain,	-	-	2,519,232	
Fish,	-	-	941,696	
Lumber,	-	-	1,263,534	
Live Stock,	-	-	486,105	
			10,968,049	
Other Articles,	-	-	9,447,917	: 84
Total,				20,415,966 : 84

**A SUMMARY of the Value and Destination of the EXPORTS
of the UNITED STATES, agreeably to the foregoing Abstract.**

	Dollars.	Cts.
TO the Dominions of France,	4,698,735	: 48
To the Dominions of Great-Britain,	9,363,416	: 47
To the Dominions of Spain,	2,005,907	: 16
To the Dominions of Portugal,	1,283,462	
To the Dominions of the United Netherlands,	1,963,880	: 9
To the Dominions of Denmark,	224,415	: 50
To the Dominions of Sweden,	47,240	
To Flanders,	14,298	
To Germany,	487,787	: 14
To the Mediterranean,	41,298	
To the African Islands and Coast of Africa,	139,984	
To the East-Indies,	135,181	
To the North-West Coast of America,	10,362	
	20,415,966	: 84

IN Addition to the foregoing, a considerable Number of Packages have been exported from the United States, the Value of which, being omitted in the Returns from the Custom-Houses, could not be introduced into this Abstract.

TREASURY DEPARTMENT, *February 15th, 1791.*

TENCH COXE, *Assistant Secretary.*

SECOND ACCOUNT *received since the Report
was printed.*

THE following Account (which is published by Mr. Jefferfon, Secretary of State to the United States of America, in the Appendix to his Report of the 1st February 1790, on the Cod and Whale Fisheries, carried on by the Subjects of the said States) has also been received since the foregoing Report was printed.—It contains an Account of the Quantity of Rice, Flour, Wheat, Rye, and Barley, imported into the Ports of France from the United States of America, in the Year 1789; being a Part of that Period, in which a Dearth prevailed in France, for Want of Provisions of this Nature.—This Account being only for the Year 1789, does not correspond in Point of Time with the preceding Abstract of Exports from the United States, which contains an Account of the said Exports from August 1789, to the 30th September 1790.—If the Periods, to which these two Accounts refer, had been the same, it would have been possible to have stated with Accuracy, what Proportion of the Whole of these Articles, which appear by the first of these Accounts to have been exported from the Countries of the United States, were imported, according to the second of these Accounts, into the Ports of France. But though these Periods are in Part different, it has been thought right to add, at the Foot of this Account, a comparative State of the Quantities of each of these Articles exported from the United States, in the Period to which the first Account refers; and of the Quantities of each of the said Articles which were imported into
the

the Ports of France, in the Period, to which the second of these Accounts refers. It will serve to shew, generally, how large a Proportion of the several Sorts of Grain, exported from the United States, was sent to France, during the Time that there was so great a Want of them in the Markets of Europe.

It is proper to observe, that as the Produce of the several Sorts of Grain in France is supposed to be, in common Years, sufficient for the Consumption of the Inhabitants of that Kingdom, the Trade of the United States with France, in all these Articles, except Rice, must always depend on the Season, and consequently be very precarious.

Grain and Flour imported from the United States of America into the Ports of France, in the Year 1789; from an official Statement.

Articles.	Total exported to France.		
	French Quintals.	lb.	
Rice	123,401	69	equal to {
Flour	256,545	94	
Wheat	2,015,297	3	
Rye	307,390	96	
Barley	260,131	52	
			Tierces of 500 French Pounds each.
			24,680
			American Barrels.
			140,959
			American Bushels.
			3,664,176
			558,891
			520,262

Com-

Comparative State of the Quantities of each of the above Articles exported from the United States, in the Period to which the first Account refers ; and of the Quantities of each of the said Articles imported into the Ports of France in the Period, to which the second Account refers.

Total of the following Articles exported from the United States to all Countries, from August 1789, to the 30th September 1790, according to the first Account.		Articles.		Total of the following Articles exported to France from the United States of America in the Year 1789, according to the second Account.	
Tierces.				French Quintals.	lb.
100,845		Rice		123,401	69
Barrels.					
724,623		Flour		256,545	94
Bufhels.					
1,124,458		Wheat		2,015,297	3
21,765		Rye		307,390	96
		Barley		260,131	52
				equal to	
				Tierces of 500 French Pounds each.	
				24,680	
				American Barrels.	
				140,959	
				American Bufhels.	
				3,664,176	
				558,891	
				520,262	

THIRD

THIRD ACCOUNT *received since the Report
was printed.*

THE following Account of the Number of Vessels which entered the Ports of France, from the United States of America, in the Year 1789, taken from the before-mentioned Report of Mr. Jefferson, has also been received since the foregoing Report was printed.—This Account will serve to prove, what is cautiously suggested in the Report of the Lords of the Committee for Trade and Plantations, viz. That British Vessels have a considerable Share in the commercial Intercourse carried on between the United States and the several Nations of Europe;—for, according to this Account, the British Vessels, that entered the Ports of France from the United States, are above three Times as many, as the French Vessels, that entered the said Ports from the United States, in 1789; and are above eight Times more than the Vessels of all the other Nations of Europe, and about One-fourth of the Vessels of the United States, that entered the Ports of France, during that Period.—It is probable, that the Share, which British Vessels have in the Commercial Intercourse between the United States and other Nations of Europe, to the South of France, is more considerable than the Share they have in the Intercourse between the United States and France.

Statement

*Statement of the Vessels entered in the Ports of France, from the
United States of America, in the Year 1789:*

			Vessels.		Tons.
French,	-	-	13	-	2,105
Imperial,	-	-	3	-	370
English	-	-	43	-	4,781
Dutch,	-	-	1	-	170
Hanseatic,	-	-	1	-	200
American,	-	-	163	-	24,173
			<u>224</u>	-	<u>31,799</u>



A P P E N D I X.

(A.)

N^o I.

QUESTIONS referred on the 15th October 1789, by the Lords of the Committee of Privy Council, appointed for all Matters relating to Trade and Foreign Plantations, to a Committee of Merchants of the City of LONDON, and to the Merchants and Ship Owners of BRISTOL, LIVERPOOL, and GLASGOW, concerned in the Trade to the United States of America.

QUESTION I.

HAVE the Commerce and Shipping Interest of this Country suffered by the Distinctions, which have been hitherto made by the different Legislatures of the States composing the United States of America, in the Duties imposed by them on British or other Foreign Goods, or in the Duties imposed on the Tonnage of British or other Foreign Ships, or American Ships, previous to the passing the late Impost and Tonnage Act by Congress; and in what respect and degree?

[A]

QUES.

QUESTION II.

WILL the Commerce and Navigation of this Country be upon a worse footing under the general Duties imposed by the late Impost and Tonnage Acts of Congress, than they have hitherto been under the Duties imposed by the Legislatures of the particular States composing the United States of America?

QUESTION III.

IF it should be thought proper to subject Goods, brought in American Ships, to the Duties payable generally on Goods brought in Foreign Ships, from which American Ships only have hitherto been exempted, and further to impose a Duty on the Tonnage of American Ships coming to this Country, equal to the Difference they have made in their Tonnage Act between American and Foreign Shipping coming to their Ports, that is, forty-four Cents of a Dollar; would these Measures have the Effect of securing to the Shipping of this Country the Share it ought to enjoy in the Trade between Great Britain and the Countries belonging to the United States of America? or would such Measures be the Means of inducing the Americans to carry their Produce in their own Ships to the Ports of other Countries, instead of bringing it to those of Great Britain?

QUESTION IV.

IF this Country should now acquiesce in the Distinctions made by the American Congress in favour of their own Shipping, to the Detriment of ours, is there any Security, from the Nature and Circumstances of the Trade between the two Countries, that Congress will not be encouraged to encrease the Duties imposed for this Purpose, till they have succeeded in driving our Shipping out of this Trade, though the Duties hitherto imposed may not wholly have that Effect?

QUES-

QUESTION V.

DO not American Ships at present prefer carrying the Produce of America, particularly Tobacco and Rice, to the Ports of other Countries rather than to those of Great Britain and Ireland; and to what Causes is this Preference to be imputed?

QUESTION VI.

DO not British Ships, employed in the American Trade, carry the before-mentioned American Produce to Foreign rather than to British Ports? and in what Degree, and to what Causes, is this Preference to be imputed?

N^o II.

Report of the Committee of Merchants trading from LONDON to America, in Answer to the foregoing Questions.

ANSWER TO QUESTION I.

UNDOUBTEDLY, both the Commerce and the Shipping Interest of this Country did suffer by the Distinctions made by the United States in favour of other Foreigners, from the opening of the Trade with the said States in 1783, until those Distinctions were done away by the Law passed under the present form of Government, which took place on the first of August 1789. In what degree these Distinctions were made, have been fully set forth in various Memorials to Administration;—they varied in the different States.

ANSWER TO QUESTION II.

THE Commerce and Navigation of these Kingdoms we do not conceive to be on a *worse* footing by the late imposed Duties on Goods imported, and on the Tonnage of Shipping, than they were under the Laws of the different Legislatures of the States.—In some of the States they are actually benefited by the new Law of Tonnage imposed under the present form of Government.

ANSWER TO QUESTION III.

THE Right of Government to bring forward the Duties payable in general on Goods brought hither in American Bottoms, as are paid by other Foreigners, cannot be denied; but it is submitted, whether the Imposition of these Duties (laying dormant as they have for years past) should not be dispensed with yet for a time. The United States are proceeding fast in a regular form of Government, and the ancient attachment of the people to this Country gaining ground, they must wish and seek a Treaty with us, when it appears probable Advantages would arise by a temporary forbearance.—Were a Duty of Tonnage to be imposed on American Bottoms arriving in this Kingdom, equal to the difference of Duties on Shipping laid in the United States between their own Navigation and ours, it might, it would for the moment, operate no doubt in our favour, but must inevitably soon be retaliated by America, who would have an equal right to discriminate and lay an overbalance of Tonnage Duty on the Shipping of these Kingdoms.—The difference in favour of our Shipping in the Ports of America, and what American Shipping pay here, is already considerable.

An

N° II.

A P P E N D I X, (A.)

v

An American Ship of 160 Tons pays						£.	s.	d.
Light Money	-	-	-	-	-	21	15	0
Trinity Dues	-	-	-	-	-	5	4	2
Entry inward and outward, and clearing	-	-	-	-	-	8	7	0
						35	6	2
But 9d. per Ton pierage laid on the Cargo is again re-								
stored to the Ship	-	-	-	-	-	6	0	0
						29	6	2
A British Ship of the same Burthen in the Ports of the								
United States, 50 Cents per Ton, equal to 2s. 3d.						18	0	0
Entry inward and outward, and clearing, not more than						2	0	0
						20	0	0

Besides this difference in favour of British Shipping, Pilotage, and other Port Charges, are much less in America than they are in the Port of London.—British Shipping enjoy a very considerable share of the carrying Trade, particularly from Maryland, Virginia, and South Carolina, nearly to the exclusion of other Foreigners; and 'tis more than probable, should this Country lay a heavier Duty of Tonnage on the Shipping of America, it would be productive of the very measure suggested by the Question,—“ be the
 “ means of inducing the American Government to cause their Produce to
 “ be carried in their own Ships to the Ports of other Countries, instead of
 “ bringing it to those of these Kingdoms.”

ANSWER TO QUESTION IV.

THE Duties hitherto, or at present, imposed on British Shipping and on British Goods by the United States, we find, by experience, have not produced the effect of driving the former out of the Trade between the two Countries.—America, in laying her new Imposts, makes no discrimination to the prejudice of our Shipping, which heretofore she did to a considerable degree: but that partiality to other Foreigners being now extinct, America
 would

would no doubt feel much irritated at any *new* Impositions on the part of this Country; and she certainly has it in her power to retaliate. We should not complain of the partiality of America to their own Navigation, since Great Britain sets her the example. If the submission of Government, without remonstrance on the business, in the distinction now made by the United States in favour of their own Shipping, may be called acquiescence in the measure, it is not possible to say how this silence may hereafter operate, and induce America to increase the Duties already imposed on British Goods and Shipping: but it is conceived it would not have that effect.

ANSWER TO QUESTION V.

AMERICAN Ships assuredly do prefer carrying the Produce of the United States to the Ports of other Countries; the Cause seems clear—expectation of better markets,—shorter voyages;—but one great temptation is, much less expence on Shipping and their Cargoes.—The Charges on Tobacco and Rice, particularly the latter, in the Ports of this Country, are severely felt, and unquestionably occasion those and other articles to be often carried by American Shipping, as well as our own, to foreign Ports. To invite them to those of her Kingdom, France gives great indulgencies.—Free Ports, both in the Bay, and in the English Channel, where the contingent charges are also small.

ANSWER TO QUESTION VI.

THIS Question may be answered nearly as the preceding; British Shipping, like all others, unless in particular cases, prefer going to those places where the Port Charges are easy.—The proportion of British Ships, carrying the produce of the United States to Foreign Markets, cannot here be easily ascertained.—Few American Vessels venture within the Streights of Gibraltar, or in the Track of the Barbary Cruizers;—of consequence, in these Voyages, Foreign Ships are employed; and in this, we have no doubt, the British have the preference.

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The Committee are not sufficiently informed to be able to give satisfactory Answers to the Questions with respect to the Out Ports.

By Order of the Committee,

13th November, 1789.

(Signed) EDW. PAYNE, Chairman.

N° III.

Report of the Merchants and Ship Owners of BRISTOL, in Answer to the foregoing Questions.

ANSWER TO QUESTION I.

WHEN America treated Great Britain with those impolitic Distinctions of partial Duties and Restrictions, different from the Goods and Ships of other Nations, (as was the case in some of the Provinces,) our Commerce, and especially Shipping, suffered in a considerable degree.

ANSWER TO QUESTION II.

THE Commerce of this Country will now be on a better footing under the general Duties imposed by the late Acts of the States United, than under the Duties imposed by the Legislatures of the particular States, the Impost being more equal, and alike on all Foreigners; and though the Tonnage Duty is both heavy, and calculated to give a preference in the carrying Trade to their own Ships, yet our Navigation being put upon the same footing with other Foreign Nations, our superiority over other Countries will probably be evinced by our abilities and more extensive connections with America.

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ANSWER TO QUESTION III.

IF Duties are laid by Great Britain upon American Produce brought by their Ships, equal to those from Foreign States, together with a Tonnage Duty, equal to the Difference between what is laid on British and their own Vessels in America, it might perhaps increase the carrying Trade in British Ships, but would manifestly injure the American Trade to this Country, and induce them to prefer sending their Produce in their own Ships to the Markets of all other Nations. The Balance of the American Trade is importantly in our favour; and that Balance will increase, as long as America continues in a peaceable and prosperous situation: We therefore wish to see the Trade cherished by Government; and are of opinion, it would be more to the Advantage of Great Britain to continue her indulgence to the Returns in Produce made us by America, most of which are very necessary to our Manufactures.

ANSWER TO QUESTION IV.

THE settled Form of Government, which America has now assumed, gives fair ground to presume, that a Commercial Treaty may soon be negotiated between Great Britain and those States, which might be some security against any Increase in the American Duties on Tonnage and Merchandise, with respect to us. The Advantages of Commerce between two independent States, must be in some measure reciprocal, or cannot be lasting: Our markets are as necessary to America, as theirs to us. The power we have of Retaliation will therefore awe America, and deter her from excessive Impositions on our Trade or Shipping.

ANSWER TO QUESTION V.

THE Articles of Rice and Tobacco, have a greater consumption in other European Markets than England; consequently, the Americans will, from Interest, prefer carrying direct, rather than by bringing such Produce to

to our Ports, to make Great Britain the Grand Repository, where they complain of being subject to much Expence, and perplexing Inconvenience, in the discharging and re-exporting of such Cargoes.

ANSWER TO QUESTION VI.

BRITISH Ships, employed in that Trade, prefer carrying American Produce direct to other Countries from the same Causes; and it is probable, the Severities exercised under some of the late Acts and Regulations have a Tendency to induce British Ships to prefer Foreign Voyages.

N^o IV.

Report of the Merchants and Ship Owners of LIVERPOOL, in Answer to the foregoing Questions.

ANSWER TO QUESTION I.

THE Commerce and Shipping Interest of this Country have undoubtedly suffered by the Distinctions, which have been made by the different Legislatures of the American States, in the Duties imposed by them on British Ships, by way of Tonnage Duties, and upon British Merchandize, previous to the passing of the late general Impost and Tonnage Act; inasmuch as American Vessels have obtained a preference in consequence of them in British Ports, and to such a degree, that British Ships could procure no Freights, whilst American Ships were in the way to receive them, except in the Trade to Pennsylvania, where neither Restrictions nor Distinctions did exist, and British Vessels had even a decided Preference.

ANSWER TO QUESTION II.

THOUGH the Duties imposed by the late Impost and Tonnage Act of Congress may not be higher upon an Average than those exacted under the Legislatures of the different States; yet that Clause in the late Act of Congress, which remits ten per cent. of the Duties upon Wares and Merchandizes imported in American Vessels, bears harder upon British Ships than any thing which existed in the American Laws before, and will prevent them from obtaining Freights from Great Britain, whilst American Vessels offer to receive them.

ANSWER TO QUESTION III.

IT is believed, that a Duty upon Goods imported from America in American Ships to Great Britain would not be found to answer the Intention to equalize the Bounty of ten per Cent. allowed on the Duty on Goods imported into America in American Shipping;—Additional Duties upon naval Stores, Timber, &c. would check the Importation of those Articles, and operate to lessen the Consumption of British Manufactures in those Places, particularly in North Carolina, where they have scarcely any thing else to pay for them;—Additional Duties in general would be a heavy Clog upon the Re-export of American Produce from Great Britain.—To meet the ten per Cent. Bounty allowed on the Duty on Goods imported into America in American Bottoms, the two following Schemes are, with all due Deference, submitted:

First—That a Duty be laid upon all Goods shipped on board of American Vessels bound to America, equal to the ten per Cent. Bounty allowed on the Duty in America, to be paid by the Shipper of such Goods, whose Correspondent in America will have the same allowed to him there.

Or,

Secondly—That all Goods entered outwards on board American Vessels, bound to America, be entered free of any new Duty to the Shipper of such Goods;

Goods; such Shipper or Exporter of them, specifying very exactly the Contents of his Entry; and in case they be Goods, which pay Duty *ad valorem* in America, he to ascertain the Value of such Goods upon Oath; that, on such American Vessel *clearing out*, the Captain shall pay the exact Amount of the Bounty, which will be allowed in America by the Discount of ten per Cent. on the Duty payable inwards; this to be paid, exclusive of the Tonnage, to be paid as hereafter specified.—To meet the Tonnage Duty imposed by the Americans, a Tonnage Duty might be imposed on American Vessels, equal to that laid extra upon British Shipping by Congress, say forty-four Cents of a Dollar, which is exactly equal to Two Shillings Sterling per Ton, and will perfectly countervail that Duty.

We may here, perhaps, be allowed, with all due Submission, to observe, that the nearer British Shipping and that of the United States can be put upon a State of Equality, the greater is the Probability that the Trade between the two Countries will be cemented by a friendly and lasting Inter-course; and that for this purpose, it might possibly be found very expedient to put the Shipping of the American States, which resort to the British Dominions in Europe, and return to the United States, upon the same footing as British Vessels in regard to all Port Charges, whether of Light Money, River Dues, Dockages, Pilotage, or by whatever other Name such Duties or Payments are called, asked, and received by Law from Shipping, and which the American Vessels pay at present in a greater Proportion, being considered as Foreigners; provided always, that such American Vessels return direct to the United States, and not, if they proceed to Ports or Places not belonging to the American States.—Such Measures as these, we humbly presume, might lead to a Treaty of Commerce mutually advantageous, and secure to the Shipping Interest of this Country the Share it ought to enjoy in the Trade between Great Britain and the United States of America; and we conceive, that the Americans by this means would not be induced to carry their Produce to other Places in preference to this Country, or to seek in foreign Countries those Articles of Merchandize, which they are accustomed to procure from Great Britain.

ANSWER TO QUESTION IV.

WE conceive that the Acquiescence of this Country in those Distinctions, now made by Congress in favour of American Shipping, is no Security against a future Increase of the Tonnage Duty on British Vessels in America: for this Tonnage Duty is imposed there, purposely to give the Northern States a Monopoly of the carrying Trade of the Southern ones, which the present Duties are not sufficient to effect; and they are only preparatory to higher Duties which will inevitably be imposed, if not prevented by contravening Duties here, which alone can deter them from the Object they have in view, and is part of their System to increase their Naval Power.

ANSWER TO QUESTION V.

THE Americans, who, previous to the late Revolution, were precluded from going direct with their Tobacco and Rice to Foreign Markets, have since been tempted to make the Experiment; but these Speculations have in general proved fatal Adventures, and would have been more checked ere now, had not the late distressing Famine in France, for a Time, caused a brisk Demand there for all the Rice that arrived: As to Tobacco, the Quantity sent direct to Foreign Ports bears a small Proportion to that sent to Great Britain.

ANSWER TO QUESTION VI.

WE conceive that British Ships, employed in the American Trade, do not carry American Produce to Foreign Ports in any considerable degree; nor do they carry it in preference, unless from the Temptation of a much higher Freight or a better Market.

No V.

*Report of the Merchants and Ship Owners of GLASGOW, in
Answer to the foregoing Questions.*

Glasgow, 27th October, 1789.

AT a Meeting, in the City Hall, of the Merchants and Ship Owners of Glasgow, concerned in the Trade to the United States of America, called by public Advertisement, the Lord Provost of Glasgow laid before the Meeting a Letter to him from William Fawkener, Esq. Secretary to the Lords of the Committee of Privy Council for Trade and Foreign Plantations, together with two Acts of the said United States, imposing Duties of Impost and Tonnage, and also fundry Queries for the Consideration of the said Merchants and Ship Owners of Glasgow, to every Part of which their Lordships desire that full and particular Answers may be returned them by the said Merchants and Ship Owners. And the Meeting having taken these Papers into Consideration, resolved, that Messrs. James Ritchie, Alexander Ofwald, Henry Riddel, and Robert Findlay, Merchants in Glasgow, and William Fullarton, Merchant in Greenock, be appointed a Committee to prepare Answers to said Queries and to report; of which Committee the said Robert Findlay to be Convener.

(Signed,) John Campbell, Junr. Provost.

Glasgow, 26th November, 1789.

THE Committee, appointed as above, having this Day met to consider the Queries from the Lords of the Committee of Privy Council for Trade and Foreign Plantations, to the Merchants and Ship Owners of Glasgow, concerned in the Trade with the United States of America; and there being present Messrs. James Ritchie, Alexander Ofwald, Henry Riddel, and Robert

bert Findlay, sundry Opinions were delivered upon the Subjects of these Queries; and the said Committee resolve to submit these different Opinions to the Consideration of the whole Merchants and Ship Owners of Glasgow, concerned in the Trade to the United States of America, for their final Decision, as to the Answers to be returned by them to the Lords of the Committee of Privy Council for Trade and Foreign Plantations.

(Signed,) Ro. Findlay, Convener.

Glasgow, 10th December, 1789.

AT a Meeting, in the City Hall, of the Merchants and Ship Owners concerned in the Trade to the United States of America, called by Public Advertisement, to receive the Report of their Committee, appointed on the 27th October last, two Reports were delivered to the Meeting by said Committee; which Reports being read and considered, and the Question being put, it was resolved by a Majority, that Report, N° I., hereto annexed, be approved of by this Meeting, and transmitted accordingly by the Lord Provost to William Fawcener, Esq. Secretary to the Lords of the Committee of Privy Council for Trade and Foreign Plantations: Resolved also, that Report, N° II., should likewise be transmitted by the Lord Provost to the said William Fawcener, Esq. that the Lords of the Committee of Privy Council for Trade and Foreign Plantations may have an Opportunity of judging of the different Arguments made use of by the Merchants and Ship Owners of this City upon the Subject of these Queries.

(Signed,) John Campbell, Junr. Provost.

R E P O R T I.

ANSWER TO QUESTION I.

NO Doubt the Merchants and Ship Owners of Great Britain, who carried on Trade to the United States of America, have sustained a loss in proportion to the additional Duties of Impost and Tonnage, which were laid upon British Ships, and Goods imported in them, by the different American States, more than were laid upon American Ships and Goods imported therein.

These additional Duties varied in the different States, and therefore we cannot say with precision, what may have been the Loss upon the whole; but, in general, there was a Difference of $1\frac{1}{2}$ to $2\frac{1}{2}$ per cent. of *Impost*, in favour of Goods imported into the United States in American Ships.

As to the *Tonnage* Duty again, the Variation was more considerable in many of the different States.

In Pennsylvania, the Tonnage Duty on American Ships, was only about 4d. Sterling—on Foreign Ships *in Treaty*, 8d.—on Foreign Ships *not in Treaty*, 2s. 1d.

In Maryland, the Tonnage Duty on their own Ships was 8d. Sterling—on Foreign Ships *in Treaty*, 1s.—on British Ships, 3s. 6d.;—and on other Foreign Ships *not in Treaty*, 1s. 7d.

In Virginia, the Tonnage Duty on American Ships was about 1s. 3d. Sterling; and on British Ships it was 4s. 6d.

In New-York again, the Tonnage Duty on British Ships was no more than 4d. or 5d. and on their own Ships, we believe it was the same; though we are not certain as to this point.

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Upon the whole, however, we suppose, that, *upon an Average* of all the United States, British Ships were subjected to a Duty of 2s. to 2s. 6d. Sterling per Ton more than American Ships.—Say 2s. 3d.

As to the *degree*, therefore, that the Merchants and Ship Owners of British Ships have suffered by the Distinction of the Duties of Impost and Tonnage against them in the United States, it can be only guessed at; but it may perhaps be nearly as follows:

Suppose 600 British Ships annually employed in the Trade to and from the United States—these may be estimated at 200 Tons burden each, which is 120,000 Tons in all, and at 2s. 3d. per Ton is

£ 13,500

Suppose again, that each of these British Ships carried, *at an Average*, £2,000 Value of Goods into the United States, this would be £1,200,000 Value of Goods, which, at 2 per cent. the Average Distinction of the Impost is

£ 24,000

In all	£ 37,500
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Upon this Estimate, therefore, the annual Loss to the Merchants and Ship Owners of Great Britain, previous to the late Impost and Tonnage Acts of Congress, was £ 37,500; or £ 62 : 10 : 0 Sterling, upon each British Ship on every Voyage to the United States.

ANSWER TO QUESTION II.

BRITISH Ships will be upon a better footing under the late general Impost and Tonnage Acts of Congress, than they have hitherto been upon an Average in the United States; because the Comparative Duties betwixt them and American Ships are thereby reduced.

For instance, the Difference betwixt the Tonnage on American and British Ships in the United States is now only 44 cents of a Dollar, which may

may be reckoned 2s. Sterling per Ton; whereas formerly it was on an Average about 2s. 3d. per Ton, according to the Estimate in the Answer to the preceding Question. Again—The Impost Duties on Goods imported into the United States in *all* Ships, are now the same, only with this Distinction in favour of those imported in American Ships, that these have a Discount of 10 per cent. from the Amount. These Impost Duties are various upon different Articles; but upon an Average of an assorted Cargo, imported into the United States, will amount to from 6 to 7 $\frac{1}{2}$ per cent.—and therefore, from 2-3ds to 3-4ths per cent. against those imported in British or other Foreign Ships.

The total additional Duties to be annually paid by British more than by American Ships, and on Goods imported in the former, will therefore now stand as follows, according to the Estimate in the Answer to the preceding Query :

On 120,000 Tons of British Shipping, at 2s. per Ton	-	£ 12,000
On £ 1,200,000 Value of Goods imported therein, at $\frac{3}{4}$ per cent.	-	£ 9,000
	In all	£ 21,000

The Difference therefore in favour of British Ships under the late Impost and Tonnage Laws of Congress is £ 16,000 Sterling per annum; because it has been previously remarked, that, under the former Laws of the particular States, they paid £ 37,000 annually; whereas now, they will only pay £ 21,000, or £ 35 Sterling on each Ship on every Voyage. Now this Extra Tax or Duty upon British Ships in the United States is, in our Opinion, fully counterbalanced by the Advantages which British Ships possess over American Ships in other respects.

ANSWER TO QUESTION III.

THE British Shipping, notwithstanding all the Disadvantages under which it has laboured in America, has hitherto certainly enjoyed a very

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large Share of the Trade of the United States since the Peace; nor is there any just grounds for present Apprehension, that now, when these Disadvantages are lessened, they will not retain an equal Share as formerly. It must be acknowledged, however, that an Equalization of Duties of Impost and Tonnage, to be paid by American Ships, when they come into the Ports of this Country, would be just and right according to the Law and Custom of mutual Reciprocity betwixt Nations.—At same time, we are more doubtful as to the Policy or Expediency of at once enacting such a retaliating or equalizing Law in this Instance, at least at present.—The Trade to and from the United States is of very great Importance to the Navigation, to the Ship Owners, as well as to the mercantile Interest of this Country, by reason of the bulky Commodities which these States produce, and which of course employ, as we have already mentioned, many British Ships in transporting them to a Market.—Was an equalizing Law, therefore, of Impost and Tonnage to be immediately passed in this Country on American Ships, it is not improbable that, however contrary to the true Interest of the United States, the American Congress would at its next subsequent Meeting enact a Law, not only to impose still heavier Duties upon British Ships and their Cargoes, but also to make an invidious unfavourable Distinction betwixt these and the Shipping of other Foreign Nations, for which indeed there was a large Party, even in the late Congress, though by the Firmness of the Senate, it was at last over-ruled, and all Foreign Ships were put upon a footing.

No doubt Great Britain could again follow up and equalize, nor have the British Merchants any reason to apprehend that the Legislature of this Country would not in all probability ultimately prevail; yet still this Trial of Strength or of Skill would, in the mean time, cramp the Trade betwixt this Country and the United States, and be the Cause of continuing or keeping alive that Animosity, which has unhappily so long prevailed, and of preventing that Return of Harmony and good Understanding, which would be so comfortable and so beneficial for both.—It might also have a tendency to divert the Trade of the United States into other Channels more than at present, from whence it might not be so easily recovered. For all these Reasons,

Reasons, we are of opinion, that it would at present be rather impolitic to enact an immediate Law for equalizing the Duties on American Ships in this Country, with those now paid by British Ships in the United States; especially considering that American Ships do in fact, in common with other Foreign Ships, pay about 1s. 9d. per Ton in this Country, for Light Houses and the Trinity House, more than British Ships pay.

But though we are of opinion, that it would at present be rather impolitic to enact such an equalizing Law, yet certainly these Extra Impost and Tonnage Duties on British Ships in America are a considerable Grievance to the British Merchants, while the American Ships pay no such Extra Duties in this Country; and therefore we would, with all Submission, recommend it to the Committee of Council for Trade, to use their Endeavours to have them removed *by Negotiation* with the American Congress: This would be a more amicable Mode, and in all probability more for the Commercial Interest of Great Britain, than by enacting an immediate retaliating Law. *If Negotiation* fails, it will then be time enough to bring forward such a measure; and it is in the mean time proper to remark, that every additional Duty imposed upon American Ships in the Ports of Great Britain has a Tendency most assuredly to induce the Americans, more than they now do, to carry their Produce in their own Ships to the Ports of other Countries, instead of bringing it into the Ports of Great Britain; and of course to prevent this Country from being the Depôt of the bulky Commodities of the United States.

ANSWER TO QUESTION IV.

THERE is certainly no *absolute security* from the Nature and Circumstances of the Trade betwixt this Country and the United States, that Congress will not encrease the Tonnage or Impost Duties, or perhaps both, with the view of diminishing the British Ships now employed in that Trade; but, as Congress can never be wild enough to conclude, that it is Fear, or any similar motive, which induces this Country to acquiesce for the present

in the late Impost and Tonnage Duties, and as it is assuredly the Interest of the People of the United States, especially of those in the Southern States, to cultivate a Connection with Great Britain, by enjoying the Credits which its Merchants give, and by employing its Shipping for their bulky Commodities, in rivalry to the American Ships belonging to the Northern or Eastern States; we say that, for these Reasons, we do not think it probable that a Majority will be found in Congress to increase the Duties on British Ships, so as to drive them out of the Trade, especially, if the reconciling mode of Negotiation is adopted, which is pointed out in the Answer to the preceding Question:—But, at all events, if Congress should ever be so unwise as to impose Duties with that view, Great Britain will have it always in her power to retaliate, by equalizing such Duties on American Ships and their Cargoes in this Country, and thus soon check the Evil.

ANSWER TO QUESTION V.

WE do not know that American Ships at present *prefer* carrying Tobacco and Rice, or such Produce of America, to other Countries rather than to Great Britain: But as these are bulky Commodities, and cannot support the Expence of Landing, Agency, &c. in this Country, and then reshipping and insuring them to the Country of ultimate Consumpt, and as it is not a very large Proportion of these American Productions, which Great Britain and Ireland consume, it is for these Reasons extremely natural to transport them direct from America to the probable Country of Consumpt; especially at a time when the British Market has a sufficiency for its internal use, and when there is no encouragement in such a case from the British Legislature to carry it to, and land it in, that Market.—It is therefore a certain Fact, that a greater Proportion of the bulky Produce of the United States goes direct from America to the Ports of other Countries than Great Britain in American Ships—and it will still continue so, unless some encouraging Measures are adopted for making the Ports of Great Britain an Emporium or Depôt for such bulky Produce; because every Merchant, where he legally can, will most undoubtedly pursue his own

own Interest; and it is in general his Interest at present to carry the Produce of the United States to the probable Ports of Consumpt at once, instead of depositing it, in the first instance, in the Ports of Great Britain.

ANSWER TO QUESTION VI.

FOR the very same Reasons, which are set forth in the Answer to the preceding Question, it is most assuredly a Fact, that even British Ships carry a greater Proportion of the bulky Produce of America, directly from thence to the Ports of other Countries than Great Britain, and which their Owners or Freighters think may be ultimately the Ports of Consumpt;—perhaps, fully 2-3ds of the whole bulky Produce of America, which falls to the Share of British Ships, may be in this manner transported to the Ports of other Countries. If this was not done, the British Merchants could not pretend to compete, either with the Merchants of America, or with those of other Foreign Countries, in the Sale of those bulky Articles at such ultimate Ports of Consumpt.—This Necessity of sending British Ships to Foreign Ports, instead of bringing them into Great Britain, is much regretted by every Merchant in the Trade; but if he did not, he must, for the Reasons above-mentioned, relinquish the Business altogether.—The bulky Article of Tobacco alone from the United States, employs annually from 200 to 250 Ships of all Nations, of which, at least, three-fourths are British: And well do we remember, that, before the unhappy American War, the Merchant, who imported Tobacco into Great Britain, although he could not then legally carry it in the first Instance any where else, had an Allowance of 10lbs. of Tobacco per Hoghead *free of Duty*, and had also an Allowance of a Halfpenny per lb. for all damaged Tobacco cut off at the King's Scale and burnt:—The Master of the Ship likewise had a small Allowance in name of Portage Bill, provided he made a faithful Report of his Cargo. These Allowances were a considerable Assistance to the Merchant, by enabling him to transport his Tobacco at a small additional Expence to any Foreign Market; and such Transportation gave Employment to a Multitude of Coasting Vessels and their Seamen; but, unhappily, these Encouragements

couragements are now wholly withdrawn, even although there does not now exist any Necessity of bringing this Article in the first Instance to Great Britain. The Consequence is, of course, that it goes directly to the probable Port of Consumpt, and there the Ship is again fitted out, the Seamen's Wages expended, both amounting to not less upon an Average than 4 to £ 500 on every Voyage, and all the Duties on Cordage, Sailcloth, Wine, Spirits, Beer, Candles, &c. in such Outfit and Expenditure, not only lost to the Revenue of this Country, but also the Circulation of the whole Money, and the Employment of Tradesmen in the above Articles, are lost to one or other of the Sea Ports of Great Britain; and, probably, likewise, many of the Seamen themselves, who, by habitually navigating from one Foreign Country to another, lose their natural Attachment to Great Britain.

N° VI.

*REPORT II. of the Merchants and Ship Owners of GLASGOW,
in Answer to the foregoing Questions.*

ANSWER TO QUESTION I.

THE Commerce and Shipping Interest of this Country have certainly suffered by the Distinctions that have been hitherto made by the different Legislatures of the States of America, in the Duties imposed by them on British and Foreign Goods, to the Extent of the Difference of the Duties when imported in British or American Ships; that is to say, the Importers of Goods in British Ships must sell their Goods so much cheaper; and it is obvious, that the Importers will prefer American to British Ships.—The Difference of those Duties have been different in the different States; but, on an Average, they may be supposed equal to two per Cent. on the first Cost of the Goods.—In the same Manner, the American

rican Ships have been enabled to serve for less Freight, or which is the same thing, to gain more than the British Ships by the Difference of the Tonnage Duties, all other Circumstances being supposed equal.—This Difference in the Tonnage Duties, has also been very different in the different States; but, on an Average, may be supposed equal to Two Shillings and Threepence per Ton.—It is supposed, there are 600 British Ships, on an Average of 200 Tons Burthen, employed in carrying the Produce of the United States to the West Indies, to our Colonies in North America, to Britain, and to all the Ports in Europe. But to illustrate what has been said in the Case of a British Ship of 200 Tons burthen trading to the States of Virginia and Maryland, and carrying their Produce to Britain, and making three Voyages in two Years, which is equal to one and a half Voyage in one Year, and supposing every Voyage she carries out £ 2,000 Sterling Value of Goods, the yearly Disadvantage of a British Ship, compared with that of an American Ship, will stand as follows:

Difference of Duty on 200 Tons, at 2 s. 3 d. is	-	22	10	0
Ditto ditto on £ 2,000 Sterling, at 2 per Cent.				
as above, is	-	40	0	0
		62	10	0
Add one Half for the Half-yearly Voyage	-	31	5	0
Total Difference		£ 93	15	0

between a British and an American Ship, and which is equal to $6\frac{1}{4}$ per Cent. per Annum on a Ship supposed worth £ 1,500 Sterling. Such has been the State of the Trade between Britain and America since the Peace, until the late Regulations of Congress.—It has proved a very great Encouragement to American Shipping, and an equal Discouragement to British. The Number of American Ships have increased, and are increasing—Many of them built in America by Means of British Capitals, and owned by British Merchants, but navigated by American Seamen.

ANSWER TO QUESTION II.

THE Commerce and Navigation of this Country will not be on a worse footing under the general Duties lately imposed by Congress, but, on the contrary, will be on a better footing; because those Duties are in most of the States considerably less than they were formerly.—The Difference of the Tonnage Duty being now only Two Shillings per Ton, and the Duty on Goods about $7\frac{1}{2}$ per Cent. on the Value, from which American Ships have a Discount of 10 per Cent. equal to $\frac{1}{4}$ per Cent. on the Value of the Goods:—So that now the Disadvantage that a British Ship of 200 Tons, making 3 Voyages in two Years, and carrying the same Value of Goods, as supposed in the preceding Answer, will stand as follows:

Difference of Duty on a Ship of 200 Tons, at 2 s. per Ton	20	0	0
Ditto ditto on £ 2,000 Sterling Value of Goods,			
at $\frac{1}{4}$ per Cent.	-	-	15 0 0
			35 0 0
Add one Half for the Half-yearly Voyage	-	-	17 10 0
Total	£	52	10 0

Yearly Difference between a British and an American Ship, and which is equal to $3\frac{1}{4}$ per Cent. per Annum on £ 1,500, the supposed Worth of the Ship as above; this is a Difference, though greatly lower than the Duties formerly imposed by the different States, which will in Time give a decided Superiority to the American Shipping; and it has been found by Experience since the Peace, that the Shipping, employed in the Trade to the United States, has been a very bare, if not an unprofitable, Trade.—There are other Circumstances, which will contribute to the Decay of our carrying Trade, and the Diminution of our Merchants, Ships, and Seamen, and of consequence to the Naval Power of Great Britain.—Such as these; 1st, Before the unhappy War with America, Ships built in America were held as British Ships, and great Numbers of Ships were built there by the British Merchants, rather than in Britain, because they were much cheaper; and it

it is believed it will be allowed, that, after long Experience and Practice, the British Merchants in general may be supposed to understand their true Interest.—Now they are restricted to build in Britain alone, and though it must be allowed that a British Ship will last longer, she is much dearer.—2dly, British Ships are subjected to a heavy Duty on Hemp, and to Duties on Iron, Timber, Pitch, and Tar, employed in Ship-building, far exceeding those in other Parts of Europe and in America; for Instance, the Duty on Hemp imported into Britain is £ 3 : 13 : 4 Sterling per Ton : In America, Five Shillings Sterling per Ton, to take place in May 1790! even though she grows, and will in Time be capable of raising excellent Hemp! It is true, similar Duties were imposed before the American War; but our Situation then in the American Trade was different from what it is now—Britain had a Monopoly of the American Trade—She must now compete, not only with America, but all Europe.—These Observations are thrown out for the Consideration of Government.

ANSWER TO QUESTION III.

IF it should be thought proper to subject Goods brought in American Ships to the Duties payable generally on Goods brought in Foreign Ships, and also to equalize the Tonnage Duties, it will be a Discouragement to American Shipping, and an Encouragement to British Shipping, to the Extent of the present Difference of the Duty, and such Measures will not prevent the same Quantity of American Produce being brought into this Country—more will be brought in British Ships—less in American Ships.—Since the unhappy Separation of America from Britain, our Share of the Tobacco Trade must necessarily be confined to what is wanted for the Consumption of Britain and Ireland, or for the Supply of the Ports of the Baltic, who cannot afford to be direct Importers,—the Tobacco wanted by France, Holland, and the Ports of Germany, will generally be sent directly to these Ports, their Consumption being equal to about two thirds of the whole Tobacco of the Growth of America.—The Consumption of Rice in

[D]

Britain

Britain must be inconsiderable: But Britain will import Tar, Pitch, Turpentine, Lumber, &c. equal to her Consumption and no more:—Wheat and Flour will also be imported, when our Ports are open.

ANSWER TO QUESTION IV.

THERE is no Security, that Congress will not be encouraged to increase the Duties on British and other Foreign Ships.—It is probable, that they will increase these Duties, as their Shipping increase, and British Capitals can be easily transported to America for that Purpose.—Foreigners have no Title to complain of what Congress have done or may do in this Respect—they may equalize, if they think proper.—Congress have, in this Instance, acted with true political Wisdom, and on sound Principles of Navigation-Laws, and they will not be disposed to alter so wise a System.

ANSWER TO QUESTIONS V. AND VI.

BOTH British and American Ships prefer carrying the Produce of America, particularly Tobacco and Rice, to the Ports of other Countries, rather than to those of Great Britain and Ireland; excepting so far as Tobacco and Rice is wanted for the Consumption of Britain and Ireland, because it will cost Fifteen to Twenty Shillings on every Hogshead of Tobacco which shall be sent from Britain to France, Holland or Germany, for the Consumption of those Countries; and therefore the Tobacco and Rice, wanted by Foreign Countries, will generally be sent directly from America to the Countries of Consumption. Merchants are guided by their Interest; and, in a fair and lawful Trade, when they consult their Interest, they best consult that of the Public. An American Merchant does not purchase British Manufactures, merely *because they are British*, but on account they are better suited to the Taste and Fashion of America, and are better in Quality, and cheaper.—On the other hand, he does not dislike the Manufactures of France, merely because they are *French*, but on account of their being worse

worse in Quality and dearer, and less suited to the Taste and Fashion of America.

It is very true, that since the Peace, more Tobacco has been imported into Britain than was necessary for the Consumption of Britain and Ireland: This has probably arisen from former Habits, and from an Allowance of Ten Pounds of Tobacco free of Duty on every Hoghead of Tobacco, which was equal, at the present Duties, to Twelve Shillings and Sixpence Sterling per Hoghead; and which was a Bounty granted when it was unnecessary, perhaps improper, and has been withdrawn about four Years ago:—But it is probable, that the Importation into Britain will be diminished nearly to the Extent of the British and Irish Consumption, and what may be wanted for the Ports in the Baltic, who cannot afford to be direct Importers.

It is obvious, that a Merchant, who imports Tobacco into Britain, and afterwards sends it to Holland, cannot carry on that Trade in Competition with a Merchant who sends Tobacco directly from America to Holland, because it will cost from Fifteen to Twenty Shillings per Hoghead, as has been already stated, in Landing and Re-shipping Charges, Freight, and Insurance to Holland.

(B.)

List of such Vessels (and the respective Tonnage of each Denomination) as entered the Port of Philadelphia from the 1st Day of September 1772, to the 1st Day of September 1775, distinguishing each Year; and also distinguishing those which were owned in Great Britain, Ireland, and such Parts of the British Dominions as are not now comprehended within the United States, (N° I.); those which were owned in the Port of Philadelphia alone, (N° II.); and those which were owned in the Thirteen Colonies which now compose the United States of America, (N° III.).

N° I. BRITISH.

1772 to 1773.			1773 to 1774.			1774 to 1775.		
No.		Tons.	No.		Tons.	No.		Tons.
23	Ships -	3,508	28	Ships -	4,304	35	Ships -	5,590
30	Brigantines	2,925	33	Brigantines	2,853	33	Brigantines	3,170
4	Snows -	370	12	Snows -	1,246	7	Snows -	730
22	Sloops -	1,043	24	Sloops -	1,142	22	Sloops -	1,006
18	Schooners -	822	22	Schooners -	962	17	Schooners -	842
		8,668			10,507			11,338
97			119			114		

N° II. PHILADELPHIA.

1772 to 1773.			1773 to 1774.			1774 to 1775.		
No.		Tons.	No.		Tons.	No.		Tons.
109	Ships -	16,385	116	Ships -	17,569	146	Ships -	23,406
140	Brigantines	12,148	176	Brigantines	15,749	205	Brigantines	17,802
25	Snows -	2,902	18	Snows -	2,092	17	Snows -	1,972
39	Sloops -	1,806	42	Sloops -	1,844	36	Sloops -	1,844
63	Schooners	3,226	54	Schooners	2,959	35	Schooners	1,834
		36,467			40,213			46,858
376			406			439		

N° III. AMERICA.

1772 to 1773.			1773 to 1774.			1774 to 1775.		
No.		Tons.	No.		Tons.	No.		Tons.
5	Ships -	700	6	Ships -	860	7	Ships -	902
46	Brigantines	3,856	28	Brigantines	2,224	30	Brigantines	2,576
1	Snow -	160				1	Snow -	80
139	Sloops -	6,503	135	Sloops -	5,876	130	Sloops -	5,843
80	Schooners -	3,899	81	Schooners	3,962	78	Schooners -	4,025
		15,118			12,922			13,426
271			250			246		

A Table shewing what Proportion the Tonnage of Great Britain employed out of the Port of Philadelphia bore to the Tonnage employed out of that Port, and owned therein, upon an Average of Three Years antecedent to the War; and what Proportion the Tonnage of Great Britain so employed then bore to the Tonnage of Philadelphia, united with the Tonnage of the other Twelve American Colonies so employed.

Shewing also, what Proportion the British Tonnage now employed in the Trade of Philadelphia bears to the Tonnage of all the United States employed out of that Port, upon an Average of the last Two Years.

	1773.	1774.	1775.	Total.
	Tons.	Tons.	Tons.	Tons.
British - -	8,668	10,507	11,333	30,508
Philadelphia - -	36,467	40,213	46,858	123,538
American - -	15,118	12,922	13,426	41,466
Philadelphia and Ame- rica combined - }	51,583	53,135	60,284	165,004

By the foregoing Table it appears, that the Tonnage of Great Britain employed out of the Port of Philadelphia in the above Years was not equal to 1-4th Part of the Tonnage employed out of and owned in the Port of Philadelphia;—and that the Tonnage of Great Britain then so employed, bore only a Proportion as 2 does to 11 to the Tonnage of Philadelphia and the other Twelve Colonies combined so employed.

	1788.	1789.	Total.
	Tons.	Tons.	Tons.
British - -	23,004	29,372	52,376
American - -	28,028	37,728	65,756

By the above Table it appears, that the Tonnage of Great Britain employed out of the Port of Philadelphia in the Years 1788 and 1789, amounted to within 1-5th Part of the Tonnage of all the Thirteen United States combined so employed.

A List of British Vessels which entered the Port of Philadelphia the following Years, viz. from 5 September 1787, to 5 September 1788.

From Great Britain.		Ireland.		British West Indies.		British American Colonies.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
16 Ships -	3,748	4 Ships -	1,021	1 Ship -	174	1 Ship -	160
19 Brigantines	2,907	1 Brig -	135	52 Brigs -	6,229	6 Brigantines	462
3 Snows -	456	1 Snow -	90	64 Sloops -	5,597	1 Schooner -	47
3 Sloops -	198			24 Schooners	1,695		
1 Schooner -	85						
42 Sail.	7,394	6 Sail.	1,246	141 Sail.	13,695	8 Sail.	669

Total.

22 Ships
78 Brigantines
4 Snows
67 Sloops
26 Schooners

197 Sail Vessels — 23,004 Tons.

Ditto, from 5 September 1788, to 5 September 1789.

From Great Britain.		Ireland.		British West Indies.		British American Colonies.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
23 Ships -	5,967	15 Ships -	2,961	3 Ships -	600	1 Ship -	162
19 Brigantines	2,936	5 Brigantines	631	48 Brigantines	6,010	10 Brigantines	1,060
1 Snow -	104	1 Snow -	108	69 Sloops -	5,586	2 Sloops -	106
4 Sloops -	223			29 Schooners	2,332	7 Schooners -	544
1 Schooner -	42						
48 Sail.	9,272	21 Sail.	3,700	149 Sail.	14,528	20 Sail.	1,872

Total.

42 Ships
82 Brigantines
2 Snows
75 Sloops
37 Schooners

238 Sail Vessels — 29,372 Tons.

(C.)

*An ACT for laying a DUTY on GOODS, WARES, and MERCHAN-
DIZES imported into the UNITED STATES.*

[Repealed by Seff. 2. ch. 39. New Duties to commence 1 Jan. 1791.]

SECTION 1. **W**HEREAS it is necessary for the support of government,
for the discharge of the debts of the United States, and
the encouragement and protection of manufactures, that duties be laid on
goods, wares, and merchandizes imported,

*Be it enacted by the SENATE and HOUSE of REPRESENTATIVES of the
United States of America in Congress assembled, That from and after the
first day of August next ensuing, the several duties herein after mentioned
shall be laid on the following goods, wares and merchandizes imported into
the United States, from any foreign port or place, that is to say :*

On all distilled spirits of Jamaica proof, imported from any kingdom or country whatsoever,	- - -	per gallon, ten cents.
On all other distilled spirits,	- - -	per gallon, eight cents.
On molasses,	- - -	per gallon, two and a half cents.
On Madeira wine,	- - -	per gallon, eighteen cents.
On all other wines,	- - -	per gallon, ten cents.
On every gallon of beer, ale or porter in casks,	- - -	five cents.
On all cyder, beer, ale or porter in bottles, per dozen,	- - -	five cents.
On malt,	- - -	per bushel, ten cents.
On brown sugars,	- - -	per pound, one cent.
On loaf sugars,	- - -	per pound, three cents.
On all other sugars,	- - -	per pound, one and a half cents.
On coffee,	- - -	per pound, two and a half cents.
On cocoa,	- - -	per pound, one cent.

On

On all candles of tallow,	- - -	per pound, two cents.
On all candles of wax or spermaceti,	- - -	per pound, six cents.
On cheese,	- - -	per pound, four cents.
On soap,	- - -	per pound, two cents.
On boots,	- - -	per pair, fifty cents.
On all shoes, slippers, or goloshes, made of leather,		
per pair,	- - -	seven cents.
On all shoes or slippers made of silk or stuff,		ten cents.
On cables, for every one hundred and twelve pounds,		seventy-five cents.
On tarred cordage, for every one hundred and twelve pounds,	- - -	seventy-five cents.
On untarred ditto, and yarn, for every one hundred and twelve pounds,	- - -	ninety cents.
On twine or packthread, for every one hundred and twelve pounds,	- - -	two hundred cents.
On all steel unwrought, for every one hundred and twelve pounds,	- - -	fifty-six cents.
On all nails and spikes,	- - -	per pound, one cent.
On salt,	- - -	per bushel, six cents.
On manufactured tobacco,	- - -	per pound, six cents.
On snuff,	- - -	per pound, ten cents.
On indigo,	- - -	per pound, sixteen cents.
On wool and cotton cards,	- - -	per dozen, fifty cents.
On coal,	- - -	per bushel, two cents.
On pickled fish,	- - -	per barrel, seventy-five cents.
On dried fish,	- - -	per quintal, fifty cents.

On all teas imported from China or India in ships built in the United States, and belonging to a citizen or citizens thereof, or in ships or vessels built in foreign countries, and on the sixteenth day of May last wholly the property of a citizen or citizens of the United States, and so continuing until the time of importation, as follows :

On

On bohea tea,	- - -	per pound, six cents.
On all fouchong, or other black teas,	- - -	per pound, ten cents.
On all hyson teas	- - -	per pound, twenty cents.
On all other green teas,	- - -	per pound, twelve cents.

On all teas imported from Europe in ships or vessels built in the United States, and belonging wholly to a citizen or citizens thereof, or in ships or vessels built in foreign countries, and on the sixteenth day of May last wholly the property of a citizen or citizens of the United States, and so continuing until the time of importation, as follows :

On bohea tea,	- - -	per pound, eight cents.
On all fouchong, and other black teas,	- - -	per pound, thirteen cents.
On all hyson teas,	- - -	per pound, twenty-six cents.
On all other green teas,	- - -	per pound, sixteen cents.

On all teas imported in any other manner than as abovementioned, as follows :

On bohea tea,	- - -	per pound, fifteen cents.
On all fouchong, or other black teas,	- - -	per pound, twenty-two cents.
On all hyson teas,	- - -	per pound, forty-five cents.
On all other green teas,	- - -	per pound, twenty-seven cents.

On all goods, wares and merchandizes, other than teas, imported from China or India, in ships not built in the United States, and not wholly the property of a citizen or citizens thereof, nor in vessels built in foreign countries, and on the sixteenth day of May last wholly the property of a citizen or citizens of the United States, and so continuing until the time of importation, twelve and a half per centum ad valorem.

On all looking-glasses, window and other glafs	}	ten per centum ad valorem.
(except black quart bottles)		
On all China, stone and earthen ware		
On gun-powder	- - -	

On all paints ground in oil,	-	-	-	} ten per centum ad valorem.
On shoe and knee buckles,	-	-	-	
On gold and silver lace, and	-	-	-	
On gold and silver leaf	-	-	-	
On all blank books,	-	-	-	} Seven and an half per centum ad valorem.
On all writing, printing, or wrapping paper, paper hangings, and pafteboard,	-	-	-	
On all cabinet wares,	-	-	-	
On all buttons,	-	-	-	
On all saddles,	-	-	-	
On all gloves of leather,	-	-	-	
On all hats of beaver, fur, wool, or mixture of either,	-	-	-	
On all millenary ready made,	-	-	-	
On all caftings of iron, and upon flit and rolled iron,	-	-	-	
On all leather tanned or tawed, and all manufacture of leather, except such as fhall be otherwise rated,	-	-	-	
On canes, walking fticks and whips,	-	-	-	
On cloathing ready made,	-	-	-	
On all brushhes,	-	-	-	
On gold, filver and plated ware, and on jewellery and pafte work,	-	-	-	
On anchors, and on all wrought tin and pewter ware,	-	-	-	
On playing cards,	-	-	-	per pack, ten cents.
On every coach, chariot, or other four wheel carriage, and on every chaise, folo, or other two wheel carriage, or parts thereof,	-	-	-	} fifteen per centum ad valorem.

On all other goods, wares and merchandize, five per centum on the value thereof, at the time and place of importation, except as follows: Salt-petre, tin in pigs, tin-plates, lead, old pewter, brass, iron and brass wire, copper in plates, wool, cotton, dying woods and dying drugs, raw hides, beaver, and all other furs and deer-skins.

SEC. 2. *And be it further enacted by the authority aforesaid,* That from and after the first day of December which shall be in the year one thousand seven

seven hundred and ninety, there shall be laid a duty on every one hundred and twelve pounds weight of hemp imported as aforesaid, of sixty cents; and on cotton per pound three cents.

SEC. 3. *And be it enacted by the authority aforesaid,* That all the duties paid, or secured to be paid upon any of the goods, wares, and merchandizes as aforesaid, except on distilled spirits, other than brandy and geneva, shall be returned or discharged upon such of the said goods, wares or merchandizes, as shall within twelve months after payment made, or security given, be exported to any country, without the limits of the United States, as settled by the late treaty of peace; except one per centum on the amount of the said duties, in consideration of the expence which shall have accrued by the entry and safe-keeping thereof.

SEC. 4. *And be it enacted by the authority aforesaid,* That there shall be allowed and paid on every quintal of dried, and on every barrel of pickled fish, of the fisheries of the United States, and on every barrel of salted provision of the United States, exported to any country without the limits thereof, in lieu of a drawback of the duties imposed on the importation of the salt employed and expended therein, viz.

On every quintal of dried fish,	-	-	-	five cents.
On every barrel of pickled fish,	-	-	-	five cents.
On every barrel of salted provision,	-	.	-	five cents.

SEC. 5. *And be it further enacted by the authority aforesaid,* That a discount of ten per cent. on all the duties imposed by this act; shall be allowed on such goods, wares and merchandizes, as shall be imported in vessels built in the United States, and which shall be wholly the property of a citizen or citizens thereof, or in vessels built in foreign countries, and on the sixteenth day of May last wholly the property of a citizen or citizens of the United States, and so continuing until the time of importation.

SEC. 6. *And be it further enacted by the authority aforesaid,* That this act shall continue and be in force until the first day of June which shall be in

the year of our Lord one thousand seven hundred and ninety-six, and from thence until the end of the next succeeding session of Congress, which shall be held thereafter, and no longer.

FREDERICK AUGUSTUS MUHLENBERG,
Speaker of the House of Representatives.

JOHN ADAMS, *Vice President of the United States,*
and President of the Senate.

APPROVED, JUNE 1, 1789.

GEORGE WASHINGTON, *President of the United States.*

(D.)

An ACT making further Provision for the PAYMENT of the DEBTS of the UNITED STATES.

WHEREAS, by an act, intituled, "An act for laying a duty on goods, wares and merchandizes imported into the United States," divers duties were laid on goods, wares and merchandize so imported, for the discharge of the debts of the United States, and the encouragement and protection of manufactures: And whereas the support of government and the discharge of the said debts, render it necessary to encrease the said duties:

SEC. 1. *Be it enacted by the SENATE and HOUSE of REPRESENTATIVES of the United States of America in Congress assembled,* That from and after the last day of December next, the duties specified and laid in and by the act aforesaid, shall cease and determine; and that upon all goods, wares and merchandize (not herein particularly excepted) which after the said day shall be brought into the United States, from any foreign port or place, there shall be levied, collected and paid the several and respective duties following, that is to say: Madeira wine of the quality of London particular, per gallon, thirty-five cents; other Madeira wine, per gallon, thirty cents; Sherry wine, per gallon, twenty-five cents; other wines, per gallon, twenty cents; distilled spirits, if more than ten per cent. below proof, according to Dycas's hydrometer, per gallon, twelve cents; if more than five, and not more than ten per cent. below proof, according to the same hydrometer, per gallon, twelve and an half cents; if of proof, and not more than five per cent. below proof, according to the same hydrometer, per gallon, thirteen cents; if above proof, but not exceeding twenty per cent. according to the same hydrometer, per gallon, fifteen cents; if of more than twenty, and not more than forty per cent. above proof, according to the same hydrometer, per gallon, twenty cents; if of more than forty per cent. above proof, according

according to the same hydrometer, per gallon, twenty-five cents; molasses, per gallon, three cents; beer, ale and porter in casks, per gallon, five cents; beer, ale and porter in bottles, per dozen, twenty cents. Teas from China and India, in ships or vessels of the United States, bohea, per pound, ten cents; fouchong and other black teas, per pound, eighteen cents; hyson, per pound, thirty-two cents; other green teas, per pound, twenty cents: Teas from Europe, in ships or vessels of the United States; bohea, per pound, twelve cents; fouchong and other black teas, per pound, twenty-one cents; hyson, per pound, forty cents; other green teas, per pound, twenty-four cents: Teas from any other place, or in any other ships or vessels, bohea per pound, fifteen cents; fouchong and other black teas per pound, twenty-seven cents; hyson per pound, fifty cents; other green teas per pound, thirty cents; coffee per pound, four cents; cocoa per pound, one cent; loaf sugar per pound, five cents; brown sugar per pound, one and an half cent; other sugar per pound, two and an half cents; candles of tallow per pound, two cents; candles of wax or spermaceti per pound, six cents; cheese per pound, four cents; soap per pound, two cents; pepper per pound, six cents; pimento per pound, four cents; manufactured tobacco per pound, six cents; snuff per pound, ten cents; indigo per pound, twenty-five cents; cotton per pound, three cents; nails and spikes per pound, one cent; barr and other lead per pound, one cent; steel unwrought per one hundred and twelve pounds, seventy-five cents; hemp per one hundred and twelve pounds, fifty-four cents; cables per one hundred and twelve pounds, one hundred cents; tarred cordage per one hundred and twelve pounds, one hundred cents; untarred cordage and yarn per one hundred and twelve pounds, one hundred and fifty cents; twine and packthread per one hundred and twelve pounds, three hundred cents; salt per bushel, twelve cents; malt per bushel, ten cents; coal per bushel, three cents; boots per pair, fifty cents; shoes, slippers and goloshoes, made of leather, per pair, seven cents; shoes and slippers made of silk or stuff, per pair, ten cents; wool and cotton cards, per dozen, fifty cents; playing cards, per pack, ten cents; all china ware, looking glasses, window and other glass, and all manufactures of glass, (black quart bottles excepted,) twelve and an half per centum ad valorem; marble, slate and other stones, bricks, tiles, cables,

cables, mortars and other utensils of marble or slate, and generally all stone and earthen ware, blank books, writing paper, and wrapping paper, paper hangings, paste-boards, parchment and vellum, pictures and prints, painters colors, including lampblack, except those commonly used in dying, gold, silver and plated ware, gold and silver lace, jewellery and paste work, clocks and watches, shoe and knee buckles, grocery, (except the articles before enumerated,) namely, cinnamon, cloves, mace, nutmegs, ginger, anniseed, currants, dates, figs, plumbs, prunes, raisins, sugar-candy, oranges, lemons, limes, and generally, all fruits and comfits, olives, capers and pickles of every sort, oil, gun-powder, mustard in flour, ten per centum ad valorem; cabinet-wares, buttons, saddles, gloves of leather, hats of beaver, felt, wool, or a mixture of any of them, millenary ready made, castings of iron, and slit and rolled iron, leather tanned or tawed, and all manufactures of which leather is the article of chief value, except such as are herein otherwise rated, canes, walking-sticks and whips, cloathing ready made, brushes, anchors, all wares of tin, pewter, or copper, all or any of them, medicinal drugs, except those commonly used in dying, carpets and carpeting, all velvets, velerets, sattins and other wrought silks, cambrics, muslins, muslinets, lawns, laces, gauzes, chintzes, and colored calicoes, and nankeens, seven and an half per centum ad valorem. All goods, wares and merchandize imported directly from China or India in ships or vessels not of the United States, teas excepted, twelve and an half per centum ad valorem. All coaches, chariots, phaetons, chaises, chairs, solos or other carriages, or parts of carriages, fifteen and an half per centum ad valorem; and five per centum ad valorem upon all other goods, wares and merchandize, except bullion, tin in pigs, tin plates, old pewter, brass teutenague, iron and brass wire, copper in plates, salt petre, plaister of Paris, wool, dying woods, and dying drugs, raw hides and skins, undressed furs of every kind, the sea-stores of ships or vessels, the cloaths, books, household furniture, and the tools or implements of the trade or profession of persons who come to reside in the United States, philosophical apparatus specially imported for any seminary of learning, all goods intended to be re-exported to a foreign port or place, in the same ship or vessel in which they shall be imported, and generally, all articles of the growth, product or manufactures of the United States.

SEC.

SEC. 2. *And be it further enacted*, That an addition of ten per centum shall be made to the several rates of duties above specified and imposed, in respect to all goods, wares and merchandize, which, after the said last day of December next, shall be imported in ships or vessels not of the United States, except in the cases in which an additional duty is herein before specially laid on any goods, wares or merchandizes, which shall be imported in such ships or vessels.

SEC. 3. *And be it further enacted*, That all duties which shall be paid or secured to be paid by virtue of this act, shall be returned or discharged in respect to all such goods, wares or merchandize, whereupon they shall have been so paid, or secured to be paid, as, within twelve calendar months after payment made or security given, shall be exported to any foreign port or place, except one per centum on the amount of the said duties, which shall be retained as an indemnification for whatever expense may have accrued concerning the same.

SEC. 4. *And be it further enacted*, That there shall be allowed and paid on dried and pickled fish, of the fisheries of the United States, and on other provisions salted within the said States, which after the said last day of December next, shall be exported therefrom to any foreign port or place, in lieu of a drawback of the duty on the salt which shall have been expended thereupon, according to the following rates, namely, dried fish per quintal, ten cents, pickled fish and other salted provisions, per barrel, ten cents.

SEC. 5. *And be it further enacted*, That where duties by this act are imposed, or drawbacks allowed on any specific quantity of goods, wares and merchandize, the same shall be deemed to apply in proportion to any quantity, more or less, than such specific quantity.

SEC. 6. *And be it further enacted*, That all the duties which by virtue of the act intituled, "An act for laying a duty on goods, wares and merchandizes imported into the United States," accrued between the time specified in the said act for the commencement of the said duties, and the respective times when

when the collectors entered upon the duties of their respective offices in the several districts, be, and they are hereby remitted and discharged, and that in any case in which they may have been paid to the United States, restitution thereof shall be made.

SEC. 7. *And be it further enacted*, That the several duties imposed by this act shall continue to be collected and paid, until the debts and purposes, for which they are pledged and appropriated, shall be fully discharged. *Provided*, that nothing herein contained shall be construed to prevent the legislature of the United States from substituting other duties or taxes of equal value to any or all of the said duties and imposts.

FREDERICK AUGUSTUS MUHLENBERG,
Speaker of the House of Representatives.

JOHN ADAMS, *Vice-President of the United States,*
and President of the Senate.

APPROVED, August the tenth, 1790.

GEORGE WASHINGTON, *President of the United States.*





